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GENERAL PLAN 2010

VOLUME II: COMMUNITY PLANS

ADOPTED JULY 29, 1992
AS AMENDED

VOLUMES OF SAN JOAQUIN COUNTY GENERAL PLAN 2010

- Volume I: Countywide General Plan (bound separately)
- Volume II: Community Plans
Area Plan Maps (separate enclosures)
Countywide General Plan Map (separate enclosure)
- Volume III: Technical Appendices (bound separately)

WORKSHEET FOR THE HUMAN COMMUNITY PROJECT

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Worksheet 2	Community Profile
Worksheet 3	Community Profile
Worksheet 4	Community Profile
Worksheet 5	Community Profile
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1. Which of the following is a renewable resource?
 A. Coal
 B. Oil
 C. Natural gas
 D. Wind

2. Which of the following is a nonrenewable resource?

A. Wind
 B. Solar
 C. Geothermal
 D. Fossil fuels

SECTION 10.1: THE ENVIRONMENT

1. Which of the following is a renewable resource?
 A. Coal
 B. Oil
 C. Natural gas
 D. Wind

2. Which of the following is a nonrenewable resource?

A. Wind
 B. Solar
 C. Geothermal
 D. Fossil fuels

SECTION 10.2: THE ENVIRONMENT

1. Which of the following is a renewable resource?
 A. Coal
 B. Oil
 C. Natural gas
 D. Wind

SECTION 10.3: THE ENVIRONMENT

1. Which of the following is a renewable resource?
 A. Coal
 B. Oil
 C. Natural gas
 D. Wind

2. Which of the following is a nonrenewable resource?

A. Wind
 B. Solar
 C. Geothermal
 D. Fossil fuels

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I. Introduction

A. PURPOSE OF THIS DOCUMENT

Volume II of the General Plan 2010 provides a profile of land use, public services, and physical conditions for the city fringes and unincorporated communities of San Joaquin County. While Volume I contains policies which apply to all of the county, this volume contains place-specific policies which are unique to particular communities or planning areas. Community Plan Maps for each community are separate enclosures which accompany this document.

The community plans have all been prepared within the framework of assumptions and policies set forth in Volume I. This approach ensures that the sum of the individual community plans is a coherent, internally consistent plan for the county as a whole. The allocation of growth among the 11 planning areas identified in Volume I provides the basis for the land use plans presented here. Data on Housing and Employment growth in the county is summarized in Figures I.A-1 and I.A-2.

This document is organized into 12 chapters, with each chapter (following the introduction) corresponding to a specific geographic unit of the county. Each geographic unit, or planning area, has qualities that make it unique and distinct from the others. Table I.A-1 identifies the names of the communities within each of the planning areas.

B. CLASSIFICATION OF COMMUNITIES

The communities of San Joaquin County can be broadly classified as follows:

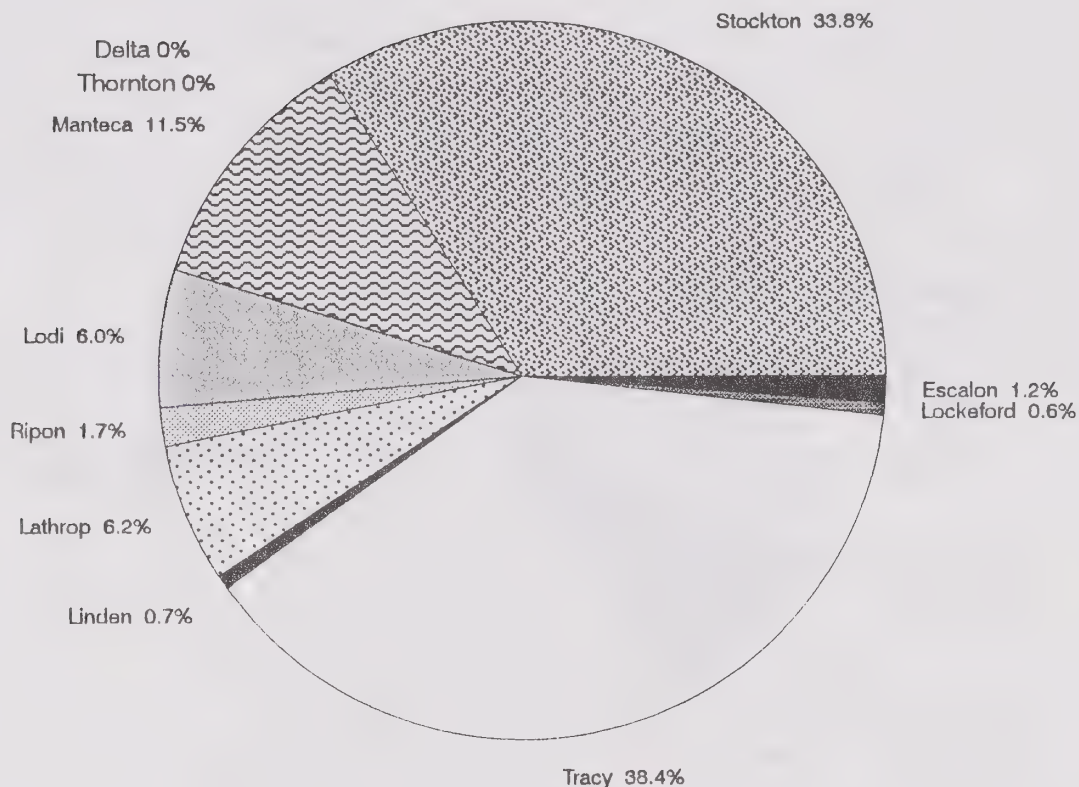
- o **Urban Communities with Incorporated Cities.** There are seven cities in the county, ranging in size from Escalon to Stockton. Since the cities have jurisdiction over land within their corporate limits, the county plan reflects the city plans for these areas. Every attempt has been made to coordinate city planning activities with county planning. The maps in the back of this document show proposed land uses within the city limits using more generalized categories (residential, commercial, industrial, etc.) than those used for the unincorporated areas. Common assumptions about where future growth will take place within each city have been established.

The cities and the county share the responsibility for planning the unincorporated areas adjacent to each city's corporate limits. Since the city fringes will be the primary growth areas in the county during the next two decades, coordinated planning is critical. It is generally assumed that most of the growth will occur after annexation to the cities. Profiles of the cities and city fringes are presented in this report. The Plan maps for all unincorporated areas use the detailed classification system set forth in Volume I (rural residential, very low density residential, low density residential, medium density residential, etc.).

- **Unincorporated Urban Communities.** The designation of these communities as urban reflects their overall population size, their residential densities, their historic role as region-serving commercial centers, and the level of public services provided or planned.
- **Unincorporated Rural Communities.** These communities are generally more than 50 acres in size, and have populations between 100 and 1,000. Their character varies from historic towns originally established as stagecoach or rail stops, to isolated clusters of ranch-style residences on large lots. Many of these communities have small local-serving commercial areas at their major crossroads, an elementary school, a cemetery, and agricultural-support uses. While the more dense rural communities have small community water systems, they lack sewers. Growth potential in these areas is limited to infill on vacant lots that are too small to support commercial agriculture.

Figure I-A-1

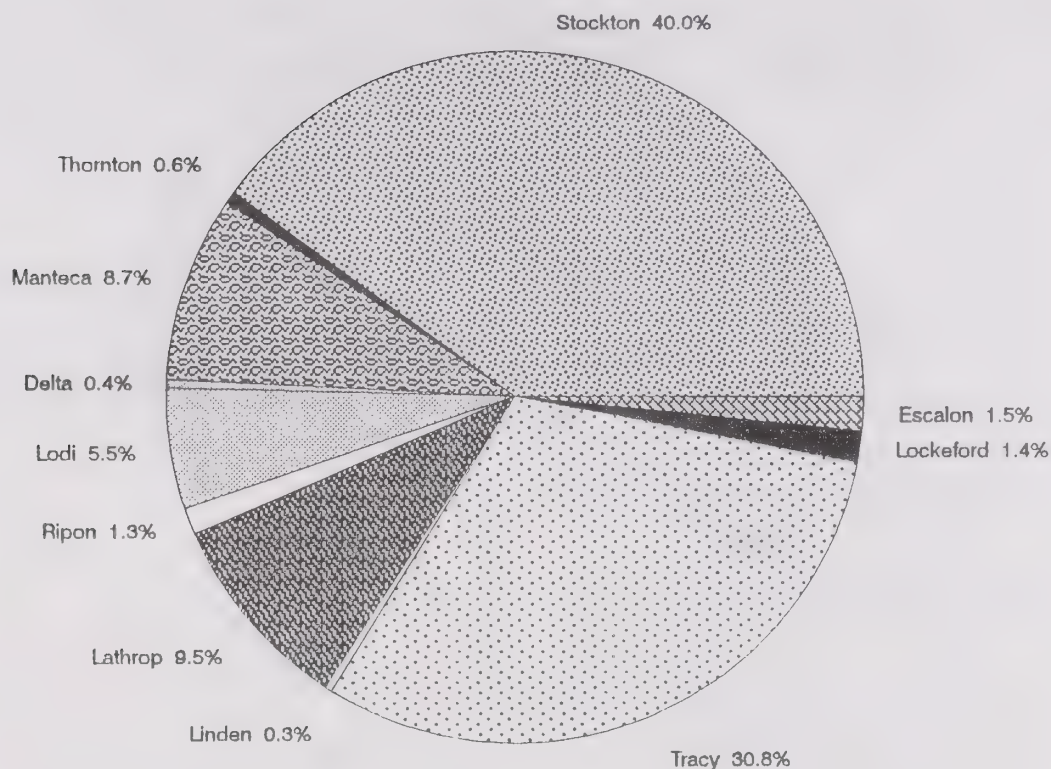
DISTRIBUTION OF HOUSEHOLD POPULATION GROWTH BY PLANNING AREA (By Percentage of Total Growth)



Planning Area	Population (in thousands)		Change
	1990	2010	
Stockton	263.5	380.2	116.7
Delta	1.6	1.5	-.1
Thornton	2.5	2.4	-.1
Lodi	64.5	85.2	20.7
Linden	4.3	6.7	2.4
Lockeford	9.0	10.9	1.9
Escalon	9.8	13.8	4.0
Ripon	10.0	15.7	5.7
Manteca	49.7	89.5	39.8
Lathrop	7.8	29.1	21.3
Tracy	42.4	175.0	132.6
TOTAL	465.1	810.0	344.9
Sources: 1990 household population: California Department of Finance and San Joaquin County Community Development Department.			
2010 household population: San Joaquin County Community Development Department.			

Figure I.A-2

DISTRIBUTION OF EMPLOYMENT GROWTH BY PLANNING AREA (By Percentage of Total Growth)



Planning Area	Employment (in thousands)		Change
	1990	2010	
Stockton	105.6	153.1	47.5
Delta	2.8	3.3	.5
Thornton	2.1	2.8	.7
Lodi	25.4	31.9	6.5
Linden	2.2	2.6	.4
Lockeford	1.7	3.4	1.7
Escalon	2.8	4.6	1.8
Ripon	4.6	6.1	1.5
Manteca	14.3	24.6	10.3
Lathrop	5.3	16.6	11.2
Tracy	15.3	51.9	36.6
TOTAL	182.1	301.0	118.7
Source: San Joaquin County Community Development Department.			

Table I.A-1: Classification of Communities

<u>Planning Area</u>	<u>Cities/ City Fringes</u>	<u>Unincorporated Urban Communities</u>	<u>Unincorporated Rural Communities</u>
Delta			
Escalon	Escalon		
Lathrop	Lathrop		
Linden		Linden	Farmington Peters
Lockeford		Lockeford	Clements
Lodi	Lodi	Woodbridge	Acampo Collierville Coopers Corner Victor
Manteca	Manteca		
Ripon	Ripon		
Stockton	Stockton	French Camp Morada	Glenwood Noble Acres
Thornton		Thornton	
Tracy	Tracy	New Jerusalem Mountain House	Banta Chrisman Lammersville Stoneridge Vernalis

C. ORGANIZATION OF THIS DOCUMENT

Each of the 11 planning area chapters is organized into the following basic components:

- o **Overview.** A brief description of the planning area, including its land area (year 1987) and household population (year 1990 and projected year 2010), and a listing of the communities it includes.

- **Community Profiles and Plans.** For each of the 29 communities listed in Table I.A-1, this section presents:
 - Background. The location of the community, its origin and history, and its more recent development characteristics.
 - Land Use Profile. The overall character of the community, the composition of its land uses, and the relationship of these uses to one another. An existing land use map and tabular summary of the acres in each use is included for each unincorporated urban and rural community.
 - Planning Factors. Describes the various factors that will influence growth patterns in the community, namely physical factors such as flooding and proximity to prime farmland, and public service factors, especially water, sewer, storm drainage, and circulation. Services in each unincorporated community are profiled in tabular form.
 - Proposed Land Use Plan. The focus of this section is a two-part table indicating the acres in each future land use category, the amount of land in each category that is presently vacant, and the amount of residential growth that can be supported on the vacant land. This information is presented for each unincorporated community.
- **Balance of Planning Area.** Where appropriate, text which describes portions of the planning area outside the designated communities is presented.

D. COMMUNITY PLAN DATA ASSUMPTIONS

The following assumptions have been made in all tables presented in this report:

1. Table (roman numeral. letter - 1): Existing Land Use Profile

- All existing land use acreage figures are for 1987.
- Total acreage figures include all areas within the designated community plan boundaries. These boundaries are shown with a dashed line on the future land use maps. In some cases, such as French Camp, these boundaries are considerably larger than the existing developed area and include large agricultural tracts. In other cases, such as Farmington, the boundaries reflect only those areas which are already developed and small infill lots which have been bypassed by development.

- The following six categories are used to classify existing land use: residential, commercial, industrial, public/institutional, permanent open space, and agriculture-conservation-vacant. The residential category does not include farm residences in agricultural areas. In rural residential areas, developed parcels smaller than 4 acres are generally assumed to be fully developed, while parcels larger than 4 acres are assumed to have the potential for a lot split. In such cases, only 2 acres of the property would be counted as developed.

Public and Institutional uses include schools, fire stations, libraries, utilities, and other public buildings. The Open Space category includes parks, golf courses, and cemeteries. The agriculture-vacant-conservation category includes all farmland and undeveloped land not designated as permanent open space.

- Acreage figures for each land use are in **gross** acres. In other words, streets and railroads passing through developed areas are included. Rights-of-way have been assigned to the land use which they adjoin. For example, the portion of State Route 26 in downtown Linden is included as commercial acreage, the portion of the same highway adjoining Linden High School is counted as public acreage, and the portion of the highway adjoining the walnut processing plant is counted as industrial acreage. Likewise, roads and rail lines traversing agricultural or vacant areas are counted as vacant or agricultural acreage. This is somewhat misleading, as the rights-of-way are not actually available for development.

2. Table (roman numeral. letter - 2) : Community of (community) Public Services

- The table identifies the purveyors of water, sewer, storm drainage, police, fire, and educational services in each community. Other special districts providing services to the community are identified on a case-by-case basis.

3. Table (roman numeral. letter - 3) : (community) Proposed Land Use Plan

- The third column of data indicates the total acres in each general plan designation that are already developed. This total **includes** non-conforming uses. For instance, if an area which is planned for future industrial development contains existing residential development, even though the redevelopment of the residences will be encouraged, the existing residentially developed lots are not tallied as vacant land.

4. Table (roman numeral. letter - 4) : Buildout potential for (community)

- In the first column, the Existing Dwellings and Population numbers are from 1990 U.S. Census data. The second column contains the 2010 Dwellings and Population numbers

which are based on a staff forecast of growth to the year 2010. The last column contains buildout numbers which are staff calculation of total buildout of the Plan based on the General Plan designations. The 2010 and buildout numbers are based on gross acres rather than net acres of proposed development.

- o Not all communities are projected to build out by the year 2010. In general, the small acreage communities such as Farmington and Banta are projected to be fully built out by 2010, while the large acreage communities such as French Camp are expected to continue growing beyond 2010.

E. FUTURE LAND USE MAPS

There are 20 maps accompanying this report, covering the 30 communities identified in this document. These maps encompass all portions of San Joaquin County. Nineteen of the maps cover community plan areas and one map summarizes future land use countywide. Table I.E-1 indicates the titles of the 19 area plan maps, and the communities that are covered on each. Figure I.E-1 identifies the geographic scope of these maps.

F. 2010 PROJECTIONS VS. HOLDING CAPACITIES

In some communities and Planning Areas, the holding capacity of the General Plan maps exceeds the amount of development that is projected to occur by 2010. Land in excess of that needed by 2010 has been included on the maps for several reasons. In some cases, this land provides an indication of the possible direction of future growth. In other cases the excess land ensures that enough area will be available to: (1) allow for the possibility of lower than anticipated densities of development, (2) acknowledge the presence of properties that remain undeveloped or structures that remain unoccupied, and (3) provide for a choice in site selection. With too little land available for development, land costs will rise artificially and result in increased housing costs and act as a deterrent to economic development.

General Plan Policy Specific to Community Plan Areas

1. It is not the intent of the County to focus on development beyond 2010. Development beyond that projected for 2010 would necessitate a complete review of the Plan and the possible impacts on the County, its population, and its resources.

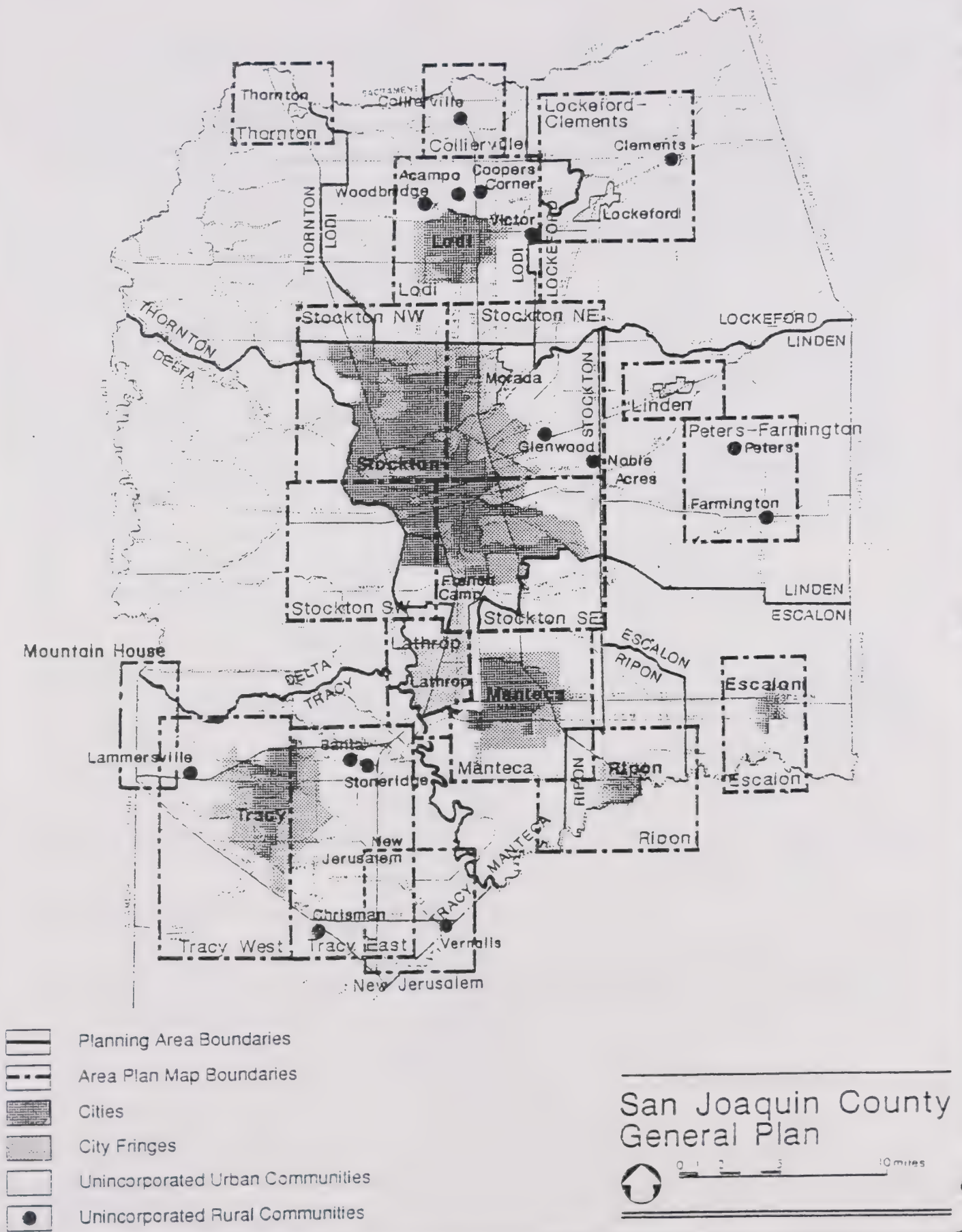
General Plan Implementation Specific to Community Plan Areas

1. A General Plan amendment or a rezoning that would cause the 2010 projected development of a Planning Area to be exceeded shall require a reassessment of the environmental impacts of the General Plan 2010.
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Table I.E-1: Index to Community Plan Maps

<u>Map Name</u>	<u>Communities Covered</u>
Collerville	Collerville
Escalon	Escalon (city and fringe)
Farmington/Peters	Farmington
	Peters
Lathrop	Lathrop (city and fringe)
Linden	Linden
Lockeford-Clements	Lockeford
	Clements
Lodi	Lodi (city and fringe)
	Acampo
	Coopers Corners
	Victor
	Woodbridge
Manteca	Manteca (city and fringe)
Mountain House	Mountain House
Ripon	Ripon (city and fringe)
Stockton NW	Stockton (city and fringe)
Stockton NE	Stockton (city and fringe)
	Glenwood
	Morada
	Noble Acres
Stockton SW	Stockton (city and fringe)
Stockton SE	Stockton (city and fringe)
	French Camp
Thornton	Thornton
Tracy W	Tracy (city and fringe)
	Lammersville
Tracy E	Tracy (city and fringe)
	Banta
	Chrisman
	Stoneridge
New Jerusalem-Vernalis	New Jerusalem
	Vernalis

Figure 1.E-1: Area Plan Maps and Planning Area Index



II. Delta Planning Area

A. OVERVIEW

The Delta Planning Area, situated in the west-central portion of San Joaquin County, is part of the Sacramento/San Joaquin Delta. The Sacramento/San Joaquin Delta is a complex system of sloughs and islands, formed by the convergence of two major California Rivers, the Sacramento and the San Joaquin. This 1,150 square mile ecosystem spans four counties. Unlike any of the other eleven planning areas, the Delta Planning Area is essentially undeveloped. Although it is the second largest planning area in the county, covering 205 square miles within San Joaquin County, it has a population of only 1,600 people. There are no communities in the planning area.

Waterways through the Delta have segmented the area into eleven channel islands, including: Bacon Island, Jones Tract (north and south), Mandeville Island, McDonald Tract, Medford Island, Mildred Island, Rindge Tract, Roberts Island, Union Island, Victoria Island, and Woodward Island. Over the years, dredging for levee improvements and maintenance has reduced the size of the islands.

Without the hundred-odd years of reclamation activity, the Delta planning area would be a tidal marsh. Reclamation began in the mid 1800s and was essentially complete by 1930. Despite the existing levee system, the entire area is within the 100-year flood plain. The area is also considered to be prime farmland, containing some of the county's most fertile agricultural soils, producing field crops, pasture land, truck and berry crops, and orchard crops. About 80 percent of the land is in agricultural use; marshland occupies the remainder. Much of the soil is peat and is unsuitable for building construction.

Although the reclamation generated some of the richest farmland in the county, it also destroyed extensive wildlife habitat. Nevertheless, the Delta still provides rich habitat critical to the survival of over 225 resident and migratory species of birds and various other types of wildlife. The Delta is host to two types of habitat: marshland and riparian. To date, there are ten plants which are recognized by either the Federal Government, the State, or the Native Plant Society as rare or endangered. Also, the State Department of Fish and Game identified two rare animal species, the Black Rail and the Giant Garter Snake, and one rare bird species, the Greater Sandhill Crane. The Delta marshland also contributes to the nutrient basis for the Delta and San Francisco Bay ecosystems.

The riparian habitat found along the river banks and levees provides excellent food and shelter to birds, fish, and mammals. Given the ample presence of water, the Delta experiences greater variety of vegetative communities and diverse plant species than the rest of the county. Also, the riparian vegetation often enhances flood control because of its ability to buffer winds and break waves.

The 700 miles of various rivers, sloughs, and channels within the Delta create a deep water transportation route from the Central Valley to the Pacific Coast. These waterways also provide tremendous recreational opportunities such as fishing, boating, water skiing, and nature study.

Table II.A-1 Present acreage and population data for the Delta Planning Area and Table II.A-2 present projected growth.

Table II.A-1: Delta Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
Planning Area (no communities)	<u>133,178</u>	<u>1,600</u>
TOTAL	133,178	1,600

Table II.A-2: Growth in the Delta Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	1,600	1,500	600	600	2,800	3,300
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	.3	.2	.4	.2	1.5	1.1

III. Escalon Planning Area

A. OVERVIEW

The Escalon Planning Area encompasses 62,713 acres in the southeast corner of San Joaquin County. The Area includes the city of Escalon, its unincorporated urban fringe and rural agricultural lands. The City of Escalon, located approximately 21 miles southeast of downtown Stockton and 10 miles north of downtown Modesto, had a 1990 population of 4,437. Another 5,300 people lived in rural and agricultural residences outside the city within the planning area. Table III.A-1 presents the existing profile for the Escalon Planning Area; Table III.A-2 presents anticipated growth.

Table III.A-1: Escalon Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
City of Escalon	934	4,450
Remainder of the Planning Area	<u>61,779</u>	<u>5,350</u>
TOTAL	62,713	9,800

Table III.A-2: Growth in the Escalon Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>19890</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	9,800	13,800	3,400	4,900	2,800	4,600
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	2.1	1.7	2.0	1.7	1.5	1.5

B. ESCALON

1. Background

On March 12, 1957, Escalon became the sixth incorporated city in San Joaquin County. Escalon was originally surveyed at right angles to the Atchison Topeka & Santa Fe Railroad, which traverses the city

along a diagonal axis from northwest to southeast. The decline of the railroad and increase in traffic on State Route 120 has diverted commercial activity away from downtown and changed the pattern of development in the community. Most of Escalon's growth has been to the west along First Street and to the east along Yosemite Avenue and Main Street. The city enacted a growth management ordinance in 1979 limiting building permits to 75 new units per year and revised the ordinance in 1986 to provide more flexibility.

2. Land Use Profile

In 1987, the City of Escalon contained 612 gross acres of residential development and schools, 122 acres of commercial development, and 200 acres of industrial development. The city contains a distinct "east side" and "west side", with the railroad and downtown area dividing the two. Very little growth has occurred to the north or south of downtown. Land around the city limits is generally agricultural.

3. Planning Factors

Escalon is flat, with few physical constraints to development. There are no flood hazards in or around the city. The surrounding area is considered prime agricultural land. The principal constraint is noise, namely traffic noise along Highway 120 and railroad noise along the A.T. & S.F. tracks.

The City of Escalon has a water system which is considered to be adequate but in need of some improvement. The city operates its own wastewater treatment plant south of town on the Stanislaus River. As of 1986, the plant was considered adequate to handle a population of 5,000. Further expansion will be required to accommodate growth to 2010.

The Escalon Consolidated Fire Protection District provides fire protection to the majority of the planning area; the Ripon, Collegeville, and Farmington Fire Districts provide fire protection in the outlying portions of the planning area. The city provides its own police services. Escalon has an elementary, middle, and high school. The city's 1987 Land Use Element indicates the city will need three more elementary schools and a high school before it is built out.

The city's circulation system consists of a major east-west arterial (State Rte. 120), bisected by a north-south county road (Escalon-Bellota Road/McHenry Avenue). Route 120 is the primary access route between the Bay Area and Yosemite National Park and is frequently congested. A freeway bypass has been proposed about a mile south of the existing highway. Extensions of several collector streets are also planned as the city grows.

4. 2010 Land Use Map

Assumptions

1. New urban development in the Escalon community will occur in the City of Escalon.

Community Plan 2010 Map. The Community Plan 2010 Map for areas surrounding Escalon (available separately) is a large oversized map which accompanies this document. The city's general plan provides a significant amount of land to the north and south for residential expansion. Higher residential densities are to be encouraged around the downtown area. Industrial land uses are limited to the area south of the city along the west side of McHenry Avenue. Construction of the State Route 120 bypass will increase the feasibility of industry in this area. The 1987 City's Land Use Element emphasizes the need to maintain a strong central business district. Commercial uses are to be encouraged in downtown, and along McHenry Avenue and State Route 120.

C. BALANCE OF PLANNING AREA

Beyond the city limits and urban expansion area of Escalon most of the land in the planning area is in agricultural use. Parcels to the northeast of the city are generally smaller than parcels to the south and west; all are designated Agriculture. Land along the Stanislaus River is to be maintained in open space, with regional recreation areas preserved along several miles of riverfront. No part of the planning area outside of the Escalon community is planned for development.

IV. Lathrop Planning Area

A. OVERVIEW

The Lathrop Planning Area is the smallest of the 11 planning sub-areas in San Joaquin County, covering 14 square miles. The Planning Area contains only one community, the City of Lathrop. In July 1989, Lathrop became the County's seventh city.

The community of Lathrop as proposed in the General Plan encompasses approximately 8090 acres with about 405 acres of the community being in the Manteca Planning Area. The balance of the land in the Lathrop Planning Area (1,300 acres) is to be retained in agricultural and open space uses.

Table IV.A-1 presents the existing profile for the planning area. The area had 7,800 people in 1990. Table IV.A-2 presents anticipated growth.

Table IV.A-1: Lathrop Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
City of Lathrop	4,105	6,800
Remainder of the Planning Area	<u>4,882</u>	<u>1,000</u>
TOTAL	8,987	7,800

Table IV.A-2: Growth in the Lathrop Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	7,800	29,100	2,400	9,600	5,300	16,600
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	1.7	3.6	1.4	3.3	2.9	5.5

B. LATHROP

1. Background

Lathrop was the largest unincorporated community in San Joaquin County. It is now San Joaquin County's newest city. Lathrop is located 9 miles south of downtown Stockton and 4 miles west of downtown Manteca. Primary access to the city is from two interchanges along I-5. The community encompasses 8,090 acres, from Roth Road on the north to Highway 120 on the south, and from the Union Pacific Railroad on the east to the San Joaquin River on the west. At present Interstate 5 forms the City's western boundary.

Prior to construction of the Central Pacific Railroad around 1870, Lathrop consisted of a store and school house and was known as Wilson's Station. The town was initially founded by Leland Stanford, who conceived the town as a means of revenge against the Stockton City Council. The council had frustrated Stanford during his negotiations on the Central Pacific's alignment through the city. Subsequently, Stanford ordered construction of the railroad around the east side of Stockton, and attempted to deplete Stockton's commerce by giving special freight rates and passenger fares to his new town. Wilson's Station was renamed for Stanford's brother-in-law Charles Lathrop and became an important division point and major rail stop by 1871. The town grew steadily through the 1870s, reaching a population of 600 by 1879.

Lathrop entered a period of decline in the 1890s, a trend which would continue for nearly 50 years. With the transfer of the railroad roundhouse and machine shop to Tracy, the transfer of rural postal customers to Manteca, and a major fire in 1911, Lathrop's population and economy dwindled until World War II. The war brought Permanente Metals to town, producing aircraft parts and magnesium bombs, and Sharpe Army Depot, one of the major army supply depots in the Western United States. The Depot is still one of the county's largest employers and is presently the army's western distribution center for repair and spare parts.

During the 1940s, Lathrop expanded from its original townsite to an area of over five square miles. In addition to the housing tracts constructed during the postwar years, the town became home to some of the largest industrial employers in San Joaquin County. Best Fertilizer built its main chemical plant in Lathrop in 1953. The plant is now operated by Simplot and still produces fertilizer and pesticides. Libby-Owens-Ford, another large employer, produces auto glass at its Lathrop facility.

Residential growth in Lathrop was slow during the 1950s and 1960s and accelerated during the 1970s and 1980s. Nearly all of the vacant land between the original townsite and Interstate 5 has been developed or is now committed to development. Lathrop had about 700 homes in 1970, 1,100 homes in 1980, and about 1,400 homes by 1983. The town was affected by a building moratorium between 1983 and 1987, which was lifted upon completion of a sewer interceptor between Lathrop and Manteca.

Between 1987 and early 1989, another 450 units were built, making Lathrop one of the fastest growing areas in the county. On July 1, 1989, Lathrop became San Joaquin County's seventh city.

2. Land Use Profile

Lathrop's character is diverse, a reflection of its mixed residential, agricultural, and industrial land uses. The central residential area is ringed on the east and south by large freestanding industries with Sharpe Army Depot to the northeast. The Depot contains more than 2.5 million square feet of warehouses and has its own 3,200 foot airstrip. The industrial complex south of Louise Avenue is visible for miles in all directions; the Libby Owens Ford (LOF) smokestack is Lathrop's most distinct visual landmark. West of Interstate 5, the land use of the Lathrop Planning Area is entirely agricultural. Large acreage farms cover the entire area between I-5 and the San Joaquin River.

If Lathrop's residential growth is to continue at its past rates, the town will most likely grow west. In developing the lands between I-5 and the San Joaquin River, a specific plan will be needed. The specific plan should consider growth issues such as: a) a program for non-renewal of Williamson Act lands; b) a surface water supply for domestic water; c) a wastewater treatment plant; d) a terminal storm drainage system; and e) a circulation system that includes measures for expansion of the Interstate interchanges, off-ramps, and area collectors.

3. Planning Factors

Local Goals. In the past, the prevalence of industry, absence of local services, lack of a civic center, flooding and groundwater problems, and abundance of lower-cost housing have given Lathrop an image problem. Lathrop has been one of the heavy industrial centers of the county for the past five decades.

Lathrop is in an excellent position to boost civic pride. The town's location at the crossroads of I-5 and Highway 120 makes it an attractive choice for business and light industry. Its proximity to the employment centers of the Bay Area and its relatively affordable housing make it a desirable location for first-time homebuyers. Rapid growth is projected during the next two decades.

Physical Setting. Lathrop's growth has been shaped by both natural and man-made features. Interstate 5 has been the western boundary of the town for many years, largely due to past flood hazards in the area between the Interstate and the San Joaquin River. Levee improvements along the river in the Lathrop Planning Area have drastically reduced these hazards.

The majority of the Lathrop Planning Area consists of prime agricultural soils. The large vacant tracts west of I-5, considered Class III, are planted in row crops. Much of this land is under Williamson Act contracts and is not immediately available for development.

Groundwater in Lathrop has had quality problems. First, the water west of I-5 is unsuitable for drinking due to saltwater intrusion. Second, chemical contamination from local industries has occurred, resulting in mandatory monitoring at wells around Lathrop. The storage and handling of toxic materials in the Lathrop area poses additional hazards that limit the suitability of certain lands for residential or commercial use. Traffic on I-5 and the railroad create noise problems, as do planes from Sharpe's airfield. Finally, the airfield at the Sharpe Depot presents safety limitations for development that might occur immediately south of Lathrop Road, in Old Town, and along the western perimeter of the Depot.

Public Services. A description of services in Lathrop is given in the following paragraphs.

Water Supply and Distribution. The City of Lathrop provides water to most of the homes and businesses in Lathrop. The City receives its water supply from three wells located in the eastern part of the planning area. The system is interconnected to an independent system within Sharpe Army Depot for fire fighting purposes.

Wastewater Collection and Treatment. In 1987, a 12" force main connecting Lathrop to the Manteca Regional Wastewater Treatment Plant was completed. In conjunction with this project, new sewer lines have been extended into areas previously served by septic systems. Lathrop has contracted for 14.7 percent of the capacity of the Manteca Plant. At the present time, many of the town's industries are not connected to the plant, including Sharpe Depot.

The connection to the Manteca plant should be regarded as an interim solution to Lathrop's sewerage needs. Development west of I-5 and additional industry would outstrip the plant's capacity before the year 2000.

One option to meet wastewater treatment needs is further expansion of the Manteca Plant. Another option would be to construct a new plant serving the Lathrop Planning Area. It is anticipated that a solution will be chosen as part of the new Lathrop General Plan.

Storm Drainage. Lathrop is presently served by a 1-1/2 mile terminal drain to the San Joaquin River and by a number of retention ponds. Roadside ditches serve the older and more rural areas.

Police and Fire. Police protection in the City of Lathrop is provided by contract with the San Joaquin County Sheriff's Office. There are also a number of Neighborhood Watch programs in Lathrop.

The Lathrop Planning Area lies within the Manteca-Lathrop Fire District. The District has a paid staff supplemented by a volunteer force. Services are provided from a single fire station in the center of town. Most developed portions of Lathrop are served by fire hydrants. The northern portion of the planning area is within the French Camp Fire District.

Schools. Lathrop is in the Manteca Unified School District. The city has one Elementary School (K-8) at Thomsen and 5th Streets. Because of the recent growth in Lathrop, the school is overcrowded. In the short-term, overcrowding is being relieved by busing students to schools located in the City of Manteca. Because of the proximity of Sharpe Depot and its airstrip, the Manteca Unified School District has had difficulties getting State of California approval for a new school site. Students in kindergarten to third grade are accommodated in portable classrooms on an adjoining site. At the high school level, Lathrop students are bussed to East Union High School in Manteca. A new high school planned south of Manteca will relieve overcrowding at this facility.

Recreation. Lathrop is presently served by a community park located near the center of town, and by a number of regional parks along the San Joaquin River. Riverfront parks include 10-acre Dos Reis Park and 4-acre Mossdale Crossing Park. Both offer picnicking, fishing, and boat launch facilities. The river offers a unique opportunity to establish a linear park as adjacent lands are developed. A specific plan for the area west of I-5 should include more specific requirements for open space dedication along the river and the establishment of neighborhood parks within developing subdivisions.

Circulation. Interstate 5 forms the western boundary of the developed portion of Lathrop and is the principal means of access to the town. Most traffic in and out of the town uses the Lathrop and Louise Road interchanges; a third interchange at Roth Road provides access to the northern part of the planning area. State Route 120, a freeway connection between I-5 and State Route 99, lies at the southern part of the planning area and has an interchange at Guthmiller Road. That interchange provides indirect access to Lathrop via Yosemite Avenue and McKinley Avenue.

Within the city Louise Road and Lathrop Roads function as east-west arterials and McKinley Avenue functions as a north-south arterial. Most residential development in Lathrop is contained within the area framed by these streets and the Interstate. Collector and local streets serve the individual subdivisions.

Traffic volumes on Louise and Lathrop Roads have increased substantially as development in Lathrop and Manteca has occurred. Both roads are major paths of entry and departure into Manteca. Both will need to be widened to accommodate projected traffic volumes. In addition, Interstate 5 interchanges will need to be improved. South of town, the widening of the Highway 120 freeway to six lanes and construction of an interchange at McKinley Avenue should alleviate increased congestion there.

A new network of collector and arterial streets should be required to serve development west of Interstate 5. The new circulation system should utilize existing county rights-of-way and be functionally integrated with the roads east of I-5. A new north-south arterial road and extensions of Squires, Lathrop, and Louise Roads should be required in this area.

4. 2010 Land Use Map

Assumptions

1. All urban development shall occur within the city.
2. Lathrop's proximity to Tracy, Manteca, and Stockton, its location at State Route 120 and I-5, and growth pressures will result in continued population and employment growth.
3. A surface water supply and adequate sewer capacity will be available for Lathrop.
4. Sharpe Army Depot will remain operational for the duration of the planning period. The landing strip at the Depot will continue to pose constraints for certain types of development in the approach zones.

Community Plan 2010 Map. The Community Plan 2010 Map for Lathrop (available separately) is a large oversized map which accompanies this document. The map considers the local planning factors, assumptions, and local community development policies, as well as countywide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

The plan shows major expansion of Lathrop to the north, south, and west. Industrial growth is directed north, east, south and southeast of the existing town. Residential growth is directed west, with approximately 2,000 acres west of I-5 designated for residential development. With a buildout capacity of over 18,000 housing units in the new residential areas, Lathrop could emerge as the county's fifth largest city by the year 2010.

General Plan Development Policies Specific to Lathrop

1. Development on the west side of Interstate 5 shall occur in a phased, orderly manner, with adequate infrastructure within the City of Lathrop.
2. Riparian vegetation along the San Joaquin River shall be preserved and public access to and along the river shall be established as riverfront development occurs.
3. Lathrop's internal circulation system should minimize the use of the freeways.

C. BALANCE OF THE PLANNING AREA

Only about 1,300 acres of the Lathrop Planning Area lie outside the community of Lathrop's boundaries. Most of this acreage is located west of I-5, between Lathrop's expansion area and the Weston Ranch development in southwest Stockton. This land is planned for agriculture and resource conservation through the year 2010 and will form an open space buffer between Stockton and Lathrop. No population growth is anticipated.

V. Linden Planning Area

A. OVERVIEW

The Linden Planning Area includes the unincorporated communities of Linden, Peters, and Farmington, and rural farm areas in the east central portion of San Joaquin County. The planning area contains 91,841 acres and is largely agricultural, with no major population or employment centers. The town of Linden is the largest community in the planning area, with about 1,000 residents. Farmington and Peters are considerably smaller, with a combined population of about 550. Together, the three community areas encompass about 1,495 acres, or about 2 percent of the planning area. Each of these communities is profiled in this chapter and is identified in Table V.A-1. Table V.A-2 presents anticipated growth in the Linden Planning Area.

Table V.A-1: Linden Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
Farmington	65	150
Linden	499	1000
Peters	931	400
Remainder of the Planning Area	<u>90,346</u>	<u>2,750</u>
TOTAL	91,841	4,300

Table V.A-2: Growth in the Linden Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	4,300	6,700	1,400	2,300	2,200	2,600
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	.9	.8	.8	.8	1.2	.9

B. FARMINGTON

1. Background

The community of Farmington is located near the eastern boundary of San Joaquin County, approximately 16 miles east of Stockton. Farmington is a cross-roads community, located at the intersection of State Route 4 and Escalon-Bellota Road.

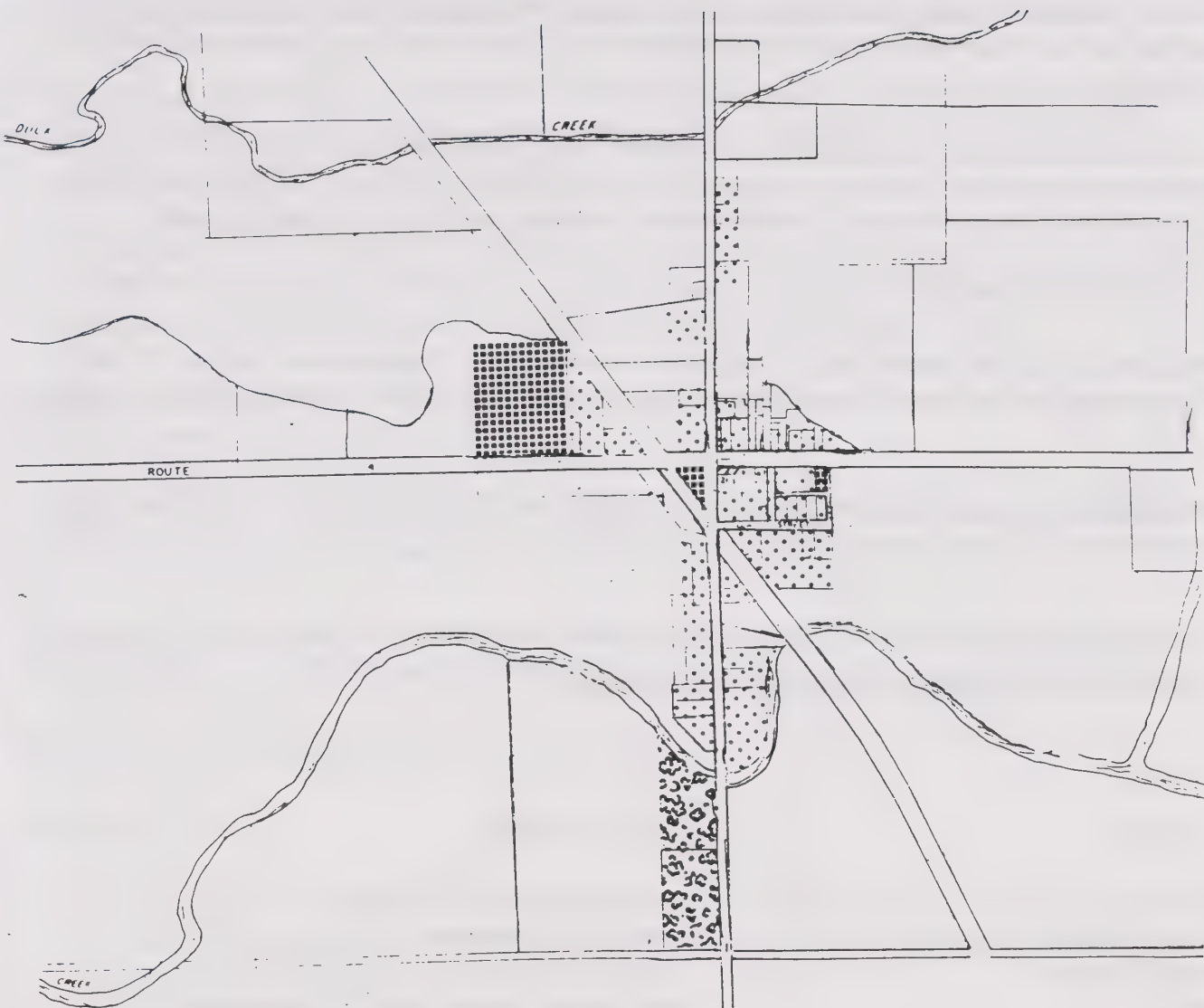
Farmington can trace its beginnings to Oregon Tent, a stage and freight wagon stop established on the Stockton-Sonora Road in 1848. Grain and cattle farming have comprised the local economy since the 1850's. A branch line of the Stockton and Visalia Railroad connected Farmington to Oakdale in the 1870s, spurring the town's early development. Due to the completion of the Sante Fe Railroad in the early 1900's, Farmington lost its role as a regional trading center to Escalon.

2. Land Use Profile

Farmington is a rural service center for the surrounding agricultural area and for motorists on State Route 4. The town encompasses about 65 acres between Little John's Creek on the south and Duck Creek on the north. A rail line bisects the community; the tracks were removed in 1985. The composition of land in the community is shown in Table V.B-1 and is illustrated in Figure V.B-1.

Table V.B-1: Farmington Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	23	35.4
COMMERCIAL	2	3.0
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	12	18.5
PERMANENT OPEN SPACE	10	15.4
AGRICULTURE/VACANT/CONSERV.	18	27.7
TOTAL	65	100.0







-  Rural Residential
-  Commercial
-  Public
-  Cemetery

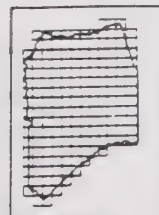
Figure V.B-1

Existing Land Use - 1987

Farmington
San Joaquin County
General Plan



0 1000 feet 2000



Farmington contains approximately 50 single-family dwellings. Its population is about 150. The residential units vary from older homes on small lots to ranch-style homes on larger lots to mobile homes. Most of the lots are less than one acre in size, although a few two and three acre parcels exist within the community.

Local businesses include a general store, a restaurant, and a wagon-carriage repair shop. Public uses include the Farmington Elementary School, the Farmington Water Company's wells and pressure tank, and a U.S. Post Office. Recreation facilities include the tennis courts at the elementary school.

3. Planning Factors

Physical Setting. The primary physical constraint to development in Farmington is flooding. Virtually all of the land on the east side of the railroad bed is in the 100-year flood plain of Little John's or Duck Creek.

Public Services. Farmington has limited public services and facilities. Table V.B-2 summarizes the services; below is a brief description of each.

Table V.B-2: Community of Farmington Public Services

<u>Function</u>	<u>Service Provider</u>
Water	Farmington Water Company
Wastewater	None (septic systems)
Storm Drainage	None
Police	San Joaquin County Sheriff's Department, CHP
Fire	Farmington Rural Fire Protection District
Schools	Escalon Unified School District
Other	Central San Joaquin Water Conservation District

Water Supply and Distribution. Farmington has a community water system owned and operated by the Farmington Water Company. This Company is co-operatively owned by customers and supplies most of the community and some areas outside of the planning area with drinking and fire protection water. There are 62 homes and businesses served by the water company, and 12 hydrants for fire protection. Water quality in Farmington meets the State's requirements set forth in Title 22.

Wastewater Collection and Treatment. Sewage disposal is provided by private individual septic systems, with no present failure problems. There are no plans for a community-wide public sewer system.

Storm Drainage. Farmington has a limited storm water drainage system. The system includes a limited number of catch basins and culverts, roadside borrow ditches, and a railroad borrow ditch. Terminal drainage is to Duck Creek and Little John's Creek.

Police and Fire. The San Joaquin County Sheriff's Department provides law enforcement to Farmington. Fire protection is provided by the Farmington Rural Fire Protection District. The local fire station is located at the southwest corner of State Route 4 and Escalon-Bellota Road in the center of town.

Schools. Farmington is located within the Escalon Unified School District. Students attend Farmington Elementary School (K-8) and Escalon High School.

Recreation. There is no park in Farmington. Based on the town's small size and projected growth, its proximity to open space, and its elementary school play area, no park is planned.

Circulation. The community's road access is provided by State Route 4, Escalon-Bellota Road, Elm, First, and Second Streets. Traffic volumes are relatively light and are not considered a growth constraint.

4. 2010 Land Use Map

Assumptions

1. Since the area is subject to the 100 year flood and the surrounding land contains large parcels in commercial agriculture, Farmington will remain a rural community, providing limited services for the residents and adjacent agricultural areas.

Community Plan 2010 Map. The Community Plan 2010 Map for Farmington (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table V.B-3. The map considers the local planning factors, assumptions, and local community development policies, as well as countywide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

Table V.B-4 presents year 2010 projections and buildout figures for Farmington. Based on the rural agricultural character of the community and potential flood hazards, Farmington will not grow during the 20 year planning period. The population of Farmington will remain stable, with a slight decrease due to declining household sizes.

Table V.B-3: Farmington Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	39	60.0	24	15
o Rural	39	60.0	24	15
COMMERCIAL	3	4.6	3	0
o Rural Service	3	4.6	3	0
PUBLIC	10	15.4	10	0
o Schools	10	15.4	10	0
OPEN SPACE	13	20.0	10	3
o Resource Conservation	3	4.6	0	3
o Other	<u>10</u>	<u>15.4</u>	<u>10</u>	<u>0</u>
TOTAL	65	100.0	47	18

See Introduction (Chapter I) for assumptions.

Vacant Land Uses - 1987

Table V.B-4: Buildout Potential for Farmington (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	49	50	50
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	150	150	150

See Introduction (Chapter I) for assumptions.

It is the community residents' desire to keep the community as it is. The area surrounding the community will remain in commercial agriculture, with the Williamson Act land adjacent to and in the vicinity of Farmington staying under contract during the planning period. Existing services and facilities will continue to be provided at the current levels of service, with no improvements or additions contemplated.

C. LINDEN

1. Background

Linden is located 13 miles east of Stockton on State Route 26. The original settlements in the Linden area were Foreman's Ranch and 14 Mile House. These settlements were established in 1849 to serve the numerous travelers along Mokelumne Hill Road, a major gold rush route between Stockton and the Sierra foothills. The original 1855 Foreman's Ranch post office was relocated about a mile to the southwest in 1863 and, through the influence of James Wasley, Foreman's Ranch was renamed Linden after his birthplace in Ohio. Wasley helped plan the new community by surveying the area and plotting six streets.

By 1868, the town was flourishing with commercial activity, including two general stores, two blacksmith shops, a wheelwright shop, a flour mill, two churches, a public school, and a hotel. The rich farmland in the vicinity, initially planted with wheat and alfalfa, was largely replaced with fruit and nut orchards after irrigation water became available.

During the 1860's, daily stage service to Stockton was established along the Mokelumne Hill Road. This transportation route was improved in 1910 when the old dirt road was replaced by a paved Highway 26. Transportation was further improved in 1910 with completion of the Stockton Terminal and Eastern Railroad, a 15-mile railroad linking Stockton to Linden and Bellota.

In 1893, the community voted for incorporation. However, the election was invalidated because the County Board of Supervisors failed to file the proper documents in Sacramento, creating a controversy which later reached the California Supreme Court. Revival of incorporation attempts have occurred several times since then, always without success.

Orchard crops have been grown in Linden since 1917. A 500-acre walnut orchard planted that year is still operating today under the Anderson Bamgrover Ranch Company. Presently, cherries are the biggest producing crop in the Linden area, encompassing over 8,000 acres of land and yielding 2.5 million eighteen-pound boxes annually. The popular Linden Cherry Festival is held each May.

With the advent of irrigation around Linden, the town became an important agricultural processing center. The town's original flour mill, established over 100 years ago, was converted to a kidney bean processing plant. Walnuts are processed in Linden, and orchard harvesting equipment is manufactured in the town. The town still has a viable commercial district serving local residents and surrounding farm areas. Linden's growth was slow until the 1980s, when the pace of development picked up dramatically. The

town's easy access to Stockton, attractive setting, high school, and commercial services have attracted a number of new single family subdivisions.

2. Land Use Profile

Linden is a predominantly residential community. Most of its non-residential uses serve local residents or support nearby agricultural operations. The town is completely surrounded by orchards, making it one of the more picturesque communities in San Joaquin County. Existing land use is shown graphically in Figure V.C-1 and is summarized in Table V.C-1.

Within the community, there are three distinct subareas, each with a different character. The **central area** is the historic core of Linden and follows the original grid street pattern. The area contains older single family homes, mature street trees, and several commercial and public buildings of historic interest. The **eastern area**, oriented along State Route 26, contains most of Linden's industry. The **western area** extends from the high school about a half-mile west and includes newer residential subdivisions and a large number of rural residences and small orchards. This area, along Archerdale Road and Front Street, is physically connected to Linden, but has a much more rural character.

Table V.C-1: Linden Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	184	36.9
COMMERCIAL	20	4.0
INDUSTRIAL	21	4.2
PUBLIC/INSTITUTIONAL	47	9.4
PERMANENT OPEN SPACE	10	2.0
AGRICULTURE/VACANT/CONSERV.	<u>217</u>	<u>43.5</u>
TOTAL	499	100.0

See Introduction (Chapter I) for assumptions.

The central area of Linden contains about 200 homes, about 90 percent of which are single family detached units. A majority of the homes were built before World War II. Most occupy lots between 5,000 and 15,000 square feet. There has been some growth in this area since 1970, namely in Linden Terrace and Moznett Estates, which are located just north of the original townsite. Commercial activities are clustered in a two-block area along Route 26 between Bonham Street and Market Street. To date, very little retail or service development has occurred outside of this area.

The eastern area includes a walnut harvester manufacturer, fertilizer storage, portable toilet storage and rental, a mobile home manufacturer, and the Diamond Walnut plant. As there are very few residential uses in this area, there are few land use conflicts. Most of the industry is immediately accessible from Route 26.

The high school occupies over 40 acres west of downtown and is one of the town's most distinguishing features. The school contributes to the town's identity and reinforces Linden's role as a regional center. It has also been a magnet for growth in the town. Most of Linden's development since 1980 has occurred immediately west and north of the high school. The largest of these developments, a 68-lot subdivision of half-acre lots (Granada Glen) was recently completed. Homes in this area are larger and more expensive than those in the older part of town and are attracting commuter households from the Stockton area.

The success of such development in Linden has caused some concern that the character of the community may change in the future.

West of Duncan Road, the Archerdale area extends along Front Street and Archerdale Road. Most of this area is served by public water but uses septic tanks for wastewater disposal. Lots range from 1/2-acre to 5 acres and typically contain a residence and orchard. Nearly all of the area's 50 homes have been built since 1960. Residents of this area would like to preserve its rural qualities.

3. Planning Factors

Local Goals. The Linden Municipal Advisory Council was formed in 1980 to allow local residents to voice their concerns in planning matters. Residents have expressed an interest in preserving Linden's small town atmosphere and self-sufficient character. Many residents do not want Linden to become a "bedroom community" to Stockton. Although the town's residents are interested in providing a variety of new housing opportunities, they do not wish to do so at the expense of their town's character.

Physical Setting. Linden is surrounded by Class I agricultural soils. Urban development on these soils would mean an irreversible loss of a valuable and limited resource for San Joaquin County. Expansion of the community has been discouraged in the past for this reason. The town is free of flood hazards. On the west side of the community, State Route 26 has become a boundary between urban development to the north and intensive agricultural lands to the south. It will be desirable to maintain this boundary in the future to ensure the continued viability of agricultural operations south of Linden.

Public Services. Public service provision in Linden is summarized in Table V.C-2. An overview of services by category is presented below.

Table V.C-2: Community of Linden Public Services

<u>Function</u>	<u>Service Provider</u>
Water	Linden County Water District
Wastewater	Linden County Water District
Storm Drainage	CSA #23 and #24
Police	San Joaquin County Sheriff's Department, CHP
Fire	Linden-Peters Rural Fire Protection District
Schools	Linden Unified School District
Other	Linden Municipal Advisory Council Linden Irrigation District

Water Supply and Distribution. Linden has a community water system owned and operated by the Linden County Water District. There are four wells with a total capacity of 2,150 gallons per minute. The distribution system consists of 6" to 10" lines and has been extensively improved during the last decade. Water quality is considered good. Additional wells will be required to serve new growth.

Wastewater Collection and Treatment. The Linden County Water District operates the town's wastewater treatment plant, located about a mile east of town on Mormon Slough. The collection system consists of gravity flow lines, a lift station, and a 6" pressure line to the treatment plant. The plant, which was designed to serve about 3,000 people, consists of one aeration pond and two evaporation-percolation ponds. The ponds also receive stormwater runoff and are almost at capacity during the wet winter months. Since effluent cannot legally be discharged into Mormon Slough, additional ponds must be constructed. Eight acres of new ponds are planned to provide sufficient capacity to serve the remaining vacant land in the District. Expansion of the District boundaries would require more ponds.

Storm Drainage. Linden lacks a community-wide storm drainage system. The newer subdivisions have independent drainage systems maintained by County Service Areas. The older areas are served by roadside ditches or drain into dry infiltration wells or ponds. Localized flooding occurs due to the flat topography and man-made barriers such as the railroad.

Police and Fire. Law enforcement services are provided by the San Joaquin County Sheriff's Department. Linden is within a large patrol area, covering the entire northeast quadrant of the county. Fire protection is provided by the Linden-Peters County Fire District. There are 7 full-time firefighters, one fire chief, and 27 volunteers. Since the District covers 127 square miles, response times can be up to 12 minutes. Response times seldom exceed two minutes within Linden, where the station is located. The southern half of the Linden Planning Area is served by the Farmington Fire District.

Schools. The Linden Unified School District extends from Calaveras County to the rural areas east of Stockton. There are four elementary schools and one high school in the District, with the high school (1988 enrollment: 534 students) located within Linden. These schools can accommodate additional students but will require expansion by the year 2010.

Recreation. There are no community or neighborhood parks in Linden. Recreational facilities at Linden High School, including swimming pools, ballfields, soccer fields, and tennis courts, are available for use by local residents. These facilities may need to be supplemented with a town park depending on the rate and density of growth in Linden between now and 2010.

Circulation. Linden's circulation system consists of State Route 26, the primary access route to the community, collector streets which carry vehicles to Route 26, and local streets within the town. Front, Grace, and Harrison Streets, and Duncan Road all function as collectors. The road network is supplemented by the rural county roads which join Linden to surrounding agricultural areas.

Route 26 is a two-lane highway, with a lane for left turn movements in Linden. The road operates at Level-of-Service 'A' or 'B' at this time. Average daily traffic on Route 26 was about 4,200 vehicles in 1988 and is projected to increase about 80 percent by the year 2010.

4. 2010 Land Use Map

Assumptions

1. A terminal storm drainage system will be constructed in Linden.

Community Plan 2010 Map. The Community Plan 2010 Map for Linden (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table V.C-3. The map considers the local planning factors, assumptions, and local community development policies, as well as countywide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

The plan allows limited residential development north of State Route 26 and focuses commercial development in the existing downtown area. Linden is expected to retain its small town character and agricultural employment base. Residents are expected to continue to oppose large-scale projects which develop farmland, increase traffic, and overtax public services. Total buildout population is shown in Table V.C-4.

Table V.C-3: Linden Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	361	72.4	185	176
○ Very Low	122	24.5	109	13
○ Low	203	40.7	50	153
○ Medium	36	7.2	26	10
COMMERCIAL	33	6.6	20	13
○ Community	21	4.2	12	9
○ General	12	2.4	8	4
INDUSTRIAL	57	11.4	22	35
○ General	16	3.2	9	7
○ Limited	41	8.2	13	28
PUBLIC	45	9.0	45	0
○ Schools	45	9.0	45	0
OPEN SPACE	3	.6	3	0
○ Other	3	.6	3	0
TOTAL	499	100.0	275	224

See Introduction (Chapter I) for assumptions.

Acres Already Developed are 1987 Figures.

Table V.C-4: Buildout Potential for Linden (Gross Acres)

	1990 <u>Existing Dwellings</u>	2010 <u>Dwellings</u>	Buildout Total <u>Dwellings</u>
RESIDENTIAL	353	1,100	1,200
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	1,000	3,100	3,600

See Introduction (Chapter I) for assumptions.

General Plan Policies Specific to Linden

1. The right-of-way for State Route 26 shall be maintained for an ultimate five-lane road through Linden.
2. A variety of housing opportunities shall be promoted on the community's remaining vacant land.
3. Any General Plan expansion for residential development should be to the north of State Route 26.
4. Future land use in the Archerdale Road/Front Street area should recognize existing development patterns, but future subdivision of this area will be discouraged.

General Plan Implementation Specific to Linden

1. Existing commercial areas outside of the community center shall be zoned for Commercial use but not recognized as Commercial on the General Plan Map. (Planning)

D. PETERS

1. Background

The community of Peters is located at the intersection of Fine and Copperopolis Roads, 12 miles east of Stockton. The town was surveyed in 1871 and subsequently became one of five stops on the Stockton and Copperopolis Railroad. During the late 1800s, Peters was a grain shipment and supply center for the surrounding region. By 1880, the town contained a Wells Fargo Express Office, a telegraph office, three blacksmiths, two saloons, a grocery store, a liquor store, a grocers, a hotel, a grain dealer, a church, and a school. None of these uses exist today.

Peters' role as a commercial center declined during the first half of this century. By 1951, the post office and most commercial enterprises had closed. During the past four decades, the community has retained its agricultural character.

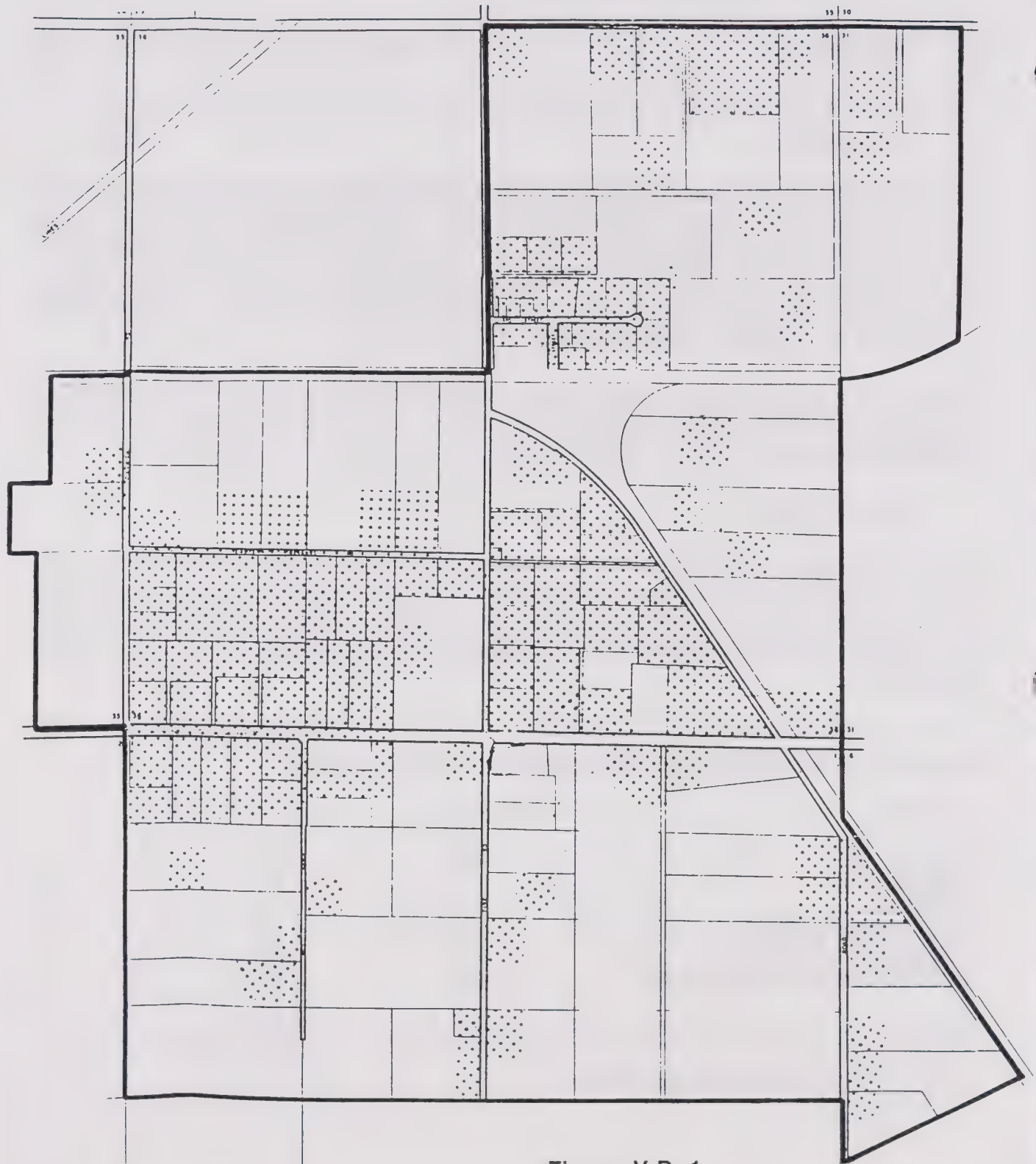
2. Land Use Profile

Peters encompasses about 930 acres of rural residences and small agricultural parcels. Most of the community consists of parcels between 2 and 10 acres in size. The smaller parcels are generally developed with rural residences, while the larger parcels contain orchards or vineyards. The community is surrounded by commercial agriculture. Existing land use is shown in Figure V.D-1 and is summarized in Table V.D-1.

Table V.D-1: Peters Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	260	27.9
COMMERCIAL	0	0.0
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	0	0.0
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>671</u>	<u>72.1</u>
TOTAL	931	100.0

See Introduction (Chapter I) for assumptions.



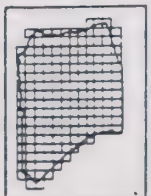
Rural Residential

Figure V.D-1
Existing Land Use - 1987

Peters
San Joaquin County
General Plan



0 1000 feet 2000



3. Planning Factors

Physical Setting. Peters is flat and open; to the west, agricultural land is planted in vineyards. Physical constraints to development are few. There are several tributaries to Mormon Slough north, west, and south of the community that are subject to overbank flooding, but this should not affect development in Peters.

About 180 acres of the Peters community plan area consists of parcels smaller than 5 acres which already contain rural residences. Another 165 acres are entirely agricultural (with no residence on the parcel). With 2-acre lots, these parcels could support approximately 83 new homes. The remainder of the land—about 586 acres—consists of parcels larger than 5 acres that contain a residence but which could be split to accommodate an additional residence. Assuming a density of 2 acres per unit, these parcels could accommodate about 293 homes (including 40 existing homes).

Public Services. There are no public services in Peters: water is supplied from private wells, sewage is disposed through private septic systems, and storm drainage is limited to private drainage ponds and roadside ditches. The San Joaquin County Sheriff's Department provides law enforcement to the area. Peters is within the Linden-Peters Fire District and the Farmington Fire District. The town is within the Linden Unified School District and the Escalon Unified School District. Access to Peters is principally from Copperopolis Road (east-west), Fine Road (north) and Hewitt Road (south). All are two-lane county roads. Public services are summarized in Table V.D-2.

Table V.D-2: Community of Peters Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic tanks)
Storm Drainage	None
Police	San Joaquin County Sheriff's Department, CHP
Fire	Linden-Peters Rural Fire Protection District, Farmington Fire District
Schools	Escalon Unified School District Linden Unified School District

4. 2010 Land Use Map

Assumptions

1. Peters will remain a rural-agricultural area.

Community Plan 2010 Map. The Community Plan 2010 Map for Peters (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table V.D-3. The map considers local planning factors, assumptions, and local community development policies, as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including community plans.

Table V.D-3: Peters Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	929	99.8	260	669
○ Rural	929	99.8	260	669
COMMERCIAL	2	0.2	0	2
○ Rural Service	<u>2</u>	<u>0.2</u>	<u>0</u>	<u>2</u>
TOTAL	931	100.0	260	671

See Introduction (Chapter I) for assumptions.

Acres Already Developed are 1987 Figures

The land use plan for Peters recognizes the existing pattern of development. The area designated for future rural residential use includes developed rural residential parcels, and adjacent parcels that are too small to support viable full-time farm operations. Because of extensive lot splitting in the community, the area is fairly extensive.

Despite the potential for a significant population increase, Peters is expected to remain a strictly rural residential community. Many of the larger rural residential parcels are not likely to be split before the year 2010.

There are presently no commercial or industrial uses in Peters. A small area at the intersection of Fine and Copperopolis Roads has been planned for commercial use. Currently, community services are available in Linden, 4 miles to the north.

Table V.D-4: Buildout Potential for Peters (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	117	250	400
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	400	800	1,300

See Introduction (Chapter I) for assumptions.

E. BALANCE OF THE PLANNING AREA

There are approximately 90,000 acres in the Linden Planning Area that are outside the communities of designated communities. These areas are largely agricultural, and will remain agricultural through the year 2010. Conservation areas have been designated along the banks of Mormon Slough, the Calaveras River, Little Johns and Duck Creeks, and along the shoreline of Farmington Reservoir. The balance of the land has been designated as General Agriculture.

VI. Lockeford Planning Area

A. OVERVIEW

The Lockeford Planning Area, located in the northeastern corner of San Joaquin County, is the third largest planning area, encompassing 126,793 acres. It includes the unincorporated towns of Lockeford and Clements, and farm and grazing lands in the vicinity of these communities. The planning area includes Camanche Reservoir and recreation areas along the Mokelumne River. Its topography varies from very flat, poorly drained lands on the west to rolling foothills on the east. The two communities in the planning area encompass 1245 acres and had a 1990 combined population of about 2,450. Table VI.A-1 profiles the planning area, with acreage and population figures provided for its two communities. Table VI.A-2 presents the projected growth for the Lockeford Planning Area.

Table VI.A-1: Lockeford Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
Clements	103	150
Lockeford	1,142	2,300
Remainder of the Planning Area	<u>125,548</u>	<u>6,550</u>
TOTAL	126,793	9,000

Table VI.A-2: Growth in the Lockeford Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	9,000	10,900	3,200	4,000	1,700	3,400
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	1.9	1.3	1.9	1.4	.9	1.1

B. CLEMENTS

1. Background

The unincorporated community of Clements is located approximately four miles east of Lockeford and 20 miles northeast of downtown Stockton. Clements is situated on State Routes 12 and 88 (12/88), the access roads to Camanche Reservoir and to resort and ski areas in the Sierra. The community is bordered by the Mokelumne River floodplain on the north. The Southern Pacific Railroad line passes through town and parallels State Routes 12/88. Clements is surrounded by agricultural grazing land, vineyards and walnut orchards.

The community of Clements was established in 1882 when the San Joaquin-Sierra Nevada Railroad extended service from the Lodi area. Thomas Clements, the major landowner, raised stock, dry farmed grain and later planted orchards and vineyards. The railroad provided regional access for local farmers who stored grain in warehouses near the tracks; cattle and sheep were housed in corrals in the eastern part of town. The railroad also provided daily passenger service until the depot and freight office were closed in 1938.

Closure of the passenger depot contributed to Clements' decline during the 1930s. During the following years, many businesses closed. Clements became a less significant supply center for agricultural operations.

The community's greatest distinction in recent decades has been the Clements Stampede, the largest one day rodeo in California. Every April, special grounds are prepared near the eastern edge of town and over 300 participants compete in the rodeo events. Most of the year, Clements remains a quiet rural residential community with a limited commercial base.

2. Land Use Profile

Clements is surrounded by agricultural land used for cattle grazing, irrigated pasture, row crops, walnut orchards, and vineyards. The town provides limited commercial services for its 150 residents. Residents generally shop in nearby Lockeford for every day goods and travel to Lodi or Stockton for specialty items.

Table VI.B-1 profiles existing land uses in Clements. These uses are depicted graphically in Figure VI.B-1. The town extends along Route 12/88 for about a half-mile between Athearn Street and 6th Street. Only a portion of the original townsite, which consisted of numbered north-south streets bisecting the state highway, was ever actually developed. Today, the town extends just one block back from either side of the highway, giving it a linear or "strip" character. The high volume of high-speed traffic on Route 12/88 gives Clements a less intimate character than it might otherwise have and reinforces its roadside orientation.

Residential uses are concentrated on the western side of the town, and commercial and public uses are located on the east. These uses include an antique store, a restaurant, an electronics company, the local

post office and fire station, and the Clements Elementary School. There are also a number of grain warehouses and agriculturally-oriented uses along the south side of the highway.

Table VI.B-1: Clements Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	32	31.1
COMMERCIAL	14	13.6
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	6	5.8
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>51</u>	<u>49.5</u>
TOTAL	103	100.0

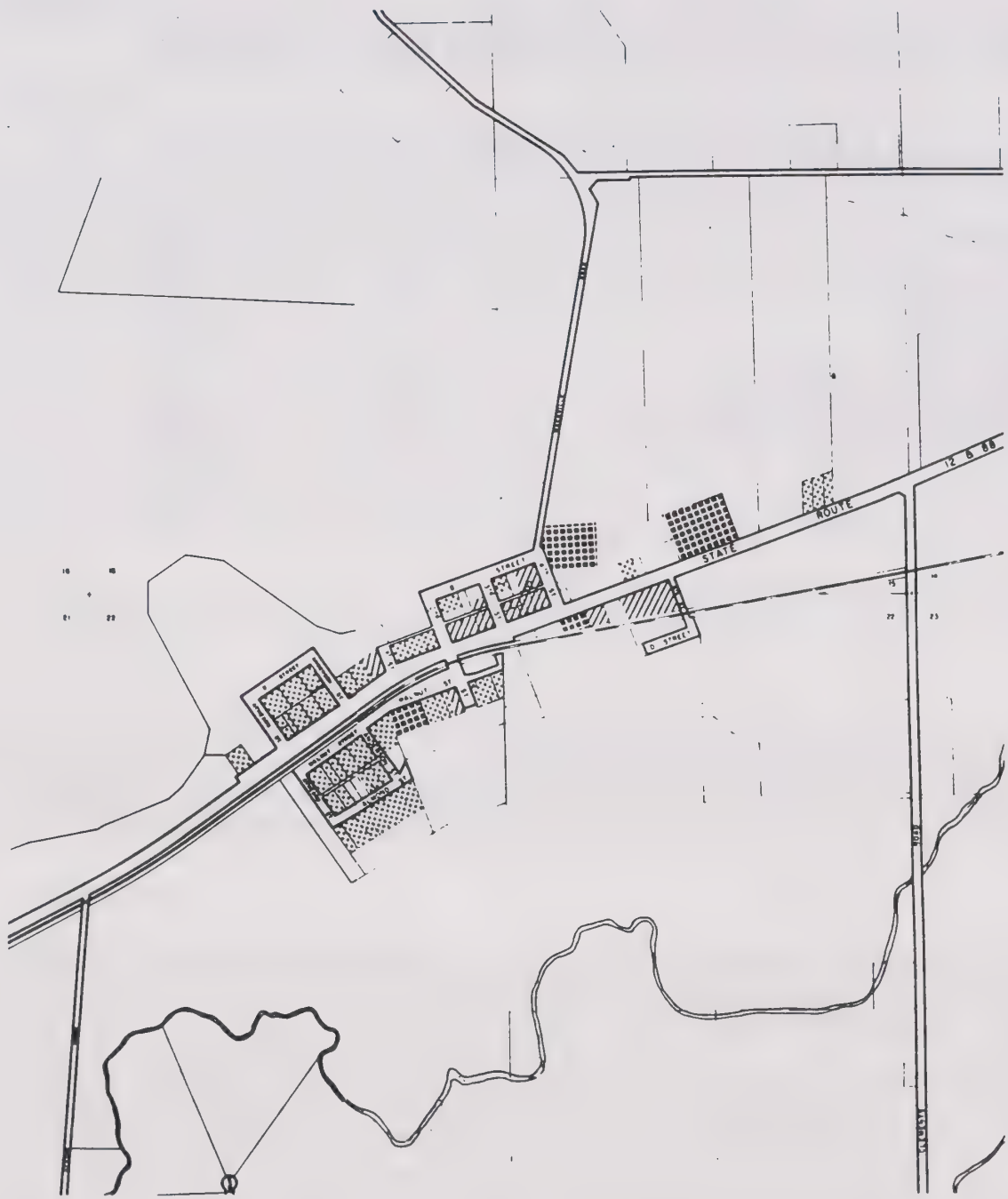
See Introduction (Chapter I) for assumptions.

Clements has approximately 50 dwelling units, located on about 30 acres of land. Additional homes are located in the rural farm areas within a mile of the town. A new large-lot subdivision called Clement Oaks, consisting of about 30 ten-acre lots, has developed just south of the town. Development within this subdivision may increase demand for commercial services within the town of Clements.

3. Planning Factors

Physical Setting. There are several natural conditions which limit development in Clements, including the nearby bluffs and foothills. No development is allowed below the bluffs on the north side of State Route 12/88 because of 100-year flood hazards. The Clements area also provides excellent wildlife habitat. Swainson's hawk and other predatory birds and animals rely on the riparian vegetation along the Bear Creek Channel and the Mokelumne River. Much of the land in the area is considered Class II agricultural land, making Clements less appropriate for urban development than areas with poorer soils.

Clements is also one of the county's more visually attractive areas. Vegetation is more dense than in other parts of the county and the rolling topography provides a pleasant contrast to the flat lands further west. These attributes may make the area desirable for future rural residential development, which in turn could interfere with local agriculture and stress public services in the area.






-  Low-Density Residential
-  Commercial
-  Public/Semi-Public

Figure VI.B-1
Existing Land Use - 1987

Clements
San Joaquin County
General Plan



0 1000 feet 2000



Public Services. Table VI.B-2 identifies the public services available in Clements.

Table VI.B-2: Community of Clements Public Services

<u>Function</u>	<u>Service Provider</u>
Water	CSA #43
Wastewater	None (septic tanks)
Storm Drainage	None
Police	San Joaquin County Sheriff's Department, CHP
Fire	Clements Rural Fire District
Schools	Lodi Unified School District

Water Supply and Distribution. Water is provided by County Service Area #43 with about 50 connections. CSA #43 replaced a 70-year old distribution system that had problems with quality, quantity, and water pressure. The County's new system became operational in late 1990.

Wastewater Collection and Treatment. All residences in town are served by individual septic tanks. Although the tanks function fairly well in Clements, major subdivision could not occur in the community without construction of a wastewater treatment plant. Such a plant, if constructed, could be designed to accommodate existing development as well as new development.

Storm Drainage. There is no community drainage system in Clements. A limited drainage system handles the storm drainage along State Route 12/88 at Mackville Road. Natural runoff is to Bear Creek and the Mokelumne River. Flooding and standing water are problems in areas where natural drainage provisions are inadequate. These infrastructure deficiencies severely constrain the town's development potential.

Police and Fire. Fire protection services are provided by the Clements Rural Fire District. The local fire station, a new facility, is staffed by one full-time firefighter and 25 volunteers. Response time ranges from 5 to 13 minutes within the district, with address displays as the greatest access problem. Law enforcement is provided by the San Joaquin County Sheriff's Department.

Schools. Clements is located in the Lodi Unified School District. Clements Elementary School, with a 1988-89 enrollment of 124, is located in the community. Local students also attend school in Lockeford, and all students attend high school in Lodi. High schools in the Lodi District are severely overcrowded. The limited amount of growth anticipated in Clements should not contribute to the District's space allocation problems. Clements does not have a public library but the town is serviced by the bookmobile on a bi-weekly basis.

Recreation. There are no parks in Clements. Due to the small size of the community, the limited amount of growth planned, the town's proximity to regional recreation areas, and the recreational facilities at the town's elementary school, no parks are planned for Clements at this time.

Circulation. Clements' circulation system consists of State Route 12/88, a two lane rural highway, and several short local streets which feed into the state highway. In response to increasing traffic volumes, widening of 12/88 from two to four lanes is programmed before the year 2010. In addition a study for a Lockeford/Clements bypass is planned.

4. 2010 Land Use Map

Assumptions

1. Clements will remain a rural community during the planning period.

Community Plan 2010 Map. The Community Plan 2010 map for Clements (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table VI.B-3. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Clements as well as with the county-wide General Plan, including the Community Plans.

Table VI.B-3: Clements Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	79	76.7	33	46
○ Rural	79	76.7	33	46
COMMERCIAL	21	20.4	15	6
○ Rural Service	21	20.4	15	6
PUBLIC	3	2.9	3	0
○ Schools	<u>3</u>	<u>2.9</u>	<u>3</u>	<u>0</u>
TOTAL	103	100.0	51	52

See Introduction (Chapter I) for assumptions.

Vacant Land/Acres Already Developed are 1987

Clements is to remain a rural community with future development areas being generally "infill" properties, immediately adjacent to existing development. Table VI.B-4 indicates the buildout population for Clements. Based on the land use plan, the community is not expected to show a significant increase in population or employment.

General Plan Policies Specific to Clements

1. No residential development shall be permitted below the top of the bluff of the Mokelumne River.

Table VI.B-4: Buildout Potential for Clements (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	52	100	100
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	150	300	300

See Introduction (Chapter I) for assumptions.

C. LOCKEFORD

1. Background

Lockeford is an unincorporated community located 17 miles northeast of Stockton. State Route 12/88 traverses the community and provides access from nearby Lodi and Stockton to the recreational areas of the Sierras. The Southern Pacific Railroad (SPRR) runs east-west through the community and the Mokelumne River forms its northern border.

The name "Lockeford" was derived from a ford in the Mokelumne River located on the ranch belonging to Dr. Dean J. Locke, who settled the area in 1851. In 1860, John A. Clapp used the name for his hotel, and within a few years the town was laid out on the Locke Ranch and officially named "Lockeford." The post office was established in 1861 with Luther Locke, father of the town's founder, as the first postmaster.

The community's founders envisioned Lockeford as the base of navigation on the Mokelumne River. The community was home to the Mokelumne Steam Navigation Company, formed in 1862. By 1865, however, the coming of the SPRR thwarted efforts to develop a competitive steam shipping industry. The community prospered as an agricultural processing center, with dairy and beef cattle, hogs, and produce raised on the rich bottomlands of the Mokelumne River. Recent agricultural trends have been toward development of permanent irrigated pastures of Ladino clover, and alfalfa and rye grass.

The community was first served by the San Joaquin Sierra Nevada railroad in 1882. The railroad brought business and commerce to the town, including a creamery, a wagon manufacturer, and retail stores. Growth was slow but steady through the first part of the 20th century, and has increased during the 1970s and 1980s. Lockeford has become a stopping point for tourists en route to the Sierra. The community's proximity to Stockton has fueled residential growth, with a number of single family home subdivisions constructed during the last decade.

There are several historic resources in Lockeford. The original post office, known as the "White House" or "Locke House and Barn" is listed on the National Register of Historic Places. Locke's Ford on Locust Street is a California Historic Landmark. Other resources regarded as State Points of Historic Interest include: Locke's Meat Market, on State Route 12/88; the Old Lockeford School, on Jack Tone Road; and Harmony Grove Church and Cemetery, on Locke Road.

2. Land Use Profile

Lockeford had a 1990 population of about 2,300 and covered approximately 400 acres. About 3/4 of the homes in the community have been built during the last decade. Figure VI.C-1 illustrates and Table VI.C-1 presents the existing land uses for the community.

Despite Lockeford's recent growth, the community retains much of its original character. The community center encompasses about 100 acres along both sides of State Route 12/88, extending five blocks from east to west and one block back from either side of the highway. The area contains older single family homes on small lots and many historic commercial and public buildings. The downtown area, with its narrow buildings and pedestrian scale, is reminiscent of the gold rush towns of the Sierra foothills. Several of the buildings in this area have been restored; others are vacant.

Development was contained within the town's original boundaries for many years, but has recently extended well beyond the central area. Residential growth has been to the south and southeast, although a new subdivision is developing in the northeast portion of the community. Industrial growth has occurred to the southwest of the community, primarily between Brandt Road and the railroad tracks. Commercial growth, historically focused in the community center, has recently shifted south along the state highway. A community shopping center has been constructed a half-mile south at Jack Tone Road, and the grocery and pharmacy downtown have relocated there. Some of the downtown buildings could potentially be re-used as specialty shops.

Table VI.C-1: Lockeford Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	235	20.8
COMMERCIAL	20	1.7
INDUSTRIAL	102	8.9
PUBLIC/INSTITUTIONAL	5	0.4
PERMANENT OPEN SPACE	6	0.5
AGRICULTURE/VACANT/CONSERV.	<u>774</u>	<u>67.7</u>
TOTAL	1,142	100.0

See Introduction (Chapter I) for assumptions.







The majority of the developed land in Lockeford is devoted to residential use. Single-family homes are the predominant housing type, with some multiple units. Several mobile home parks are located in the community including two large facilities containing about 140 dwellings located in the southern part of the community. Several of the newer subdivisions have given the town a more spread-out character and have created the potential for infill development.

Industrial uses comprise more than a quarter of the developed land. Most of the community's industries are agriculturally-related. However, one of the largest industries is a steel building manufacturer, producing structures for agricultural, industrial, commercial, and institutional use. The plant consists of 140,000 square feet of buildings on 24 acres.

Lockeford's commercial land serves the immediate needs of residents and surrounding agricultural areas, as well as motorists using State Route 12/88. Commercial uses include a number of antique stores and other establishments that have capitalized on the town's historic architecture.

Historic Harmony Grove Church, on a one-acre site at Locke and Brandt Roads, is owned and operated by San Joaquin County. Elsewhere in the planning area, public land totals 5 acres, including the Lockeford Elementary School on Tully Road.

State Route 12/88 traffic volumes have and will continue to increase during the planning period. Traffic projections call for through-traffic and additional community traffic to continue to increase and burden the State Route 12/88 system. Even with no increase in community traffic, State Route 12/88 will be at gridlock by 2010. Given the existing development along the Old Town portion of the highway, additional improvements to relieve the congestion are not possible. A Lockeford State Route 12/88 bypass needs to be built to accommodate growth in Lockeford and to handle the increase in through-traffic.

-  Rural Residential
-  Low-Density Residential
-  Medium-Density Residential
-  Commercial
-  Industrial
-  Public/Semi-Public

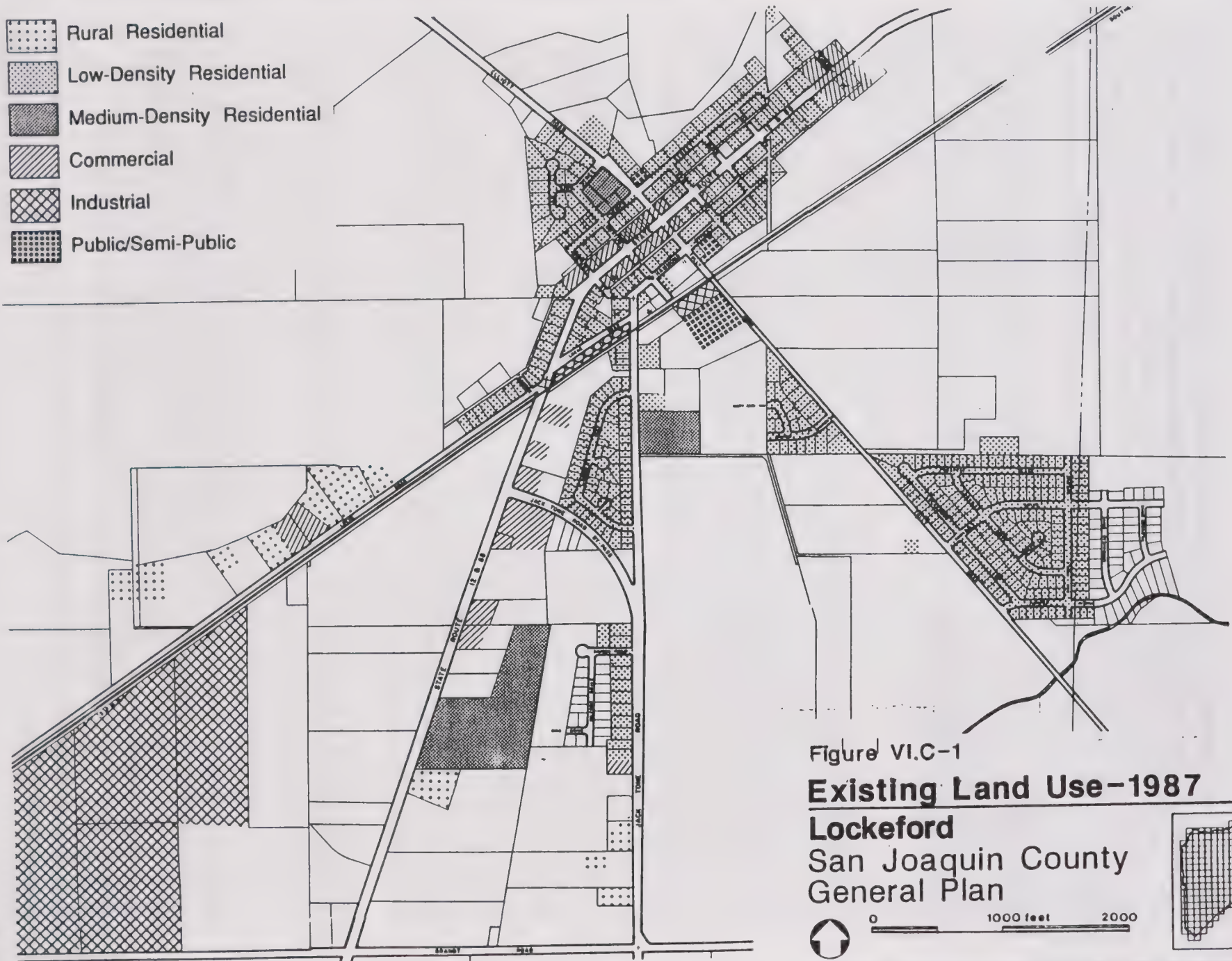


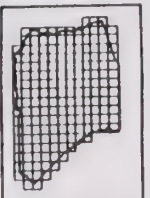
Figure VI.C-1

Existing Land Use-1987

Lockeford
San Joaquin County
General Plan



0 1000 feet 2000



3. Planning Factors

Physical Setting. The bluffs of the Mokelumne River have formed a natural edge along the community's north side for many years. In addition to their scenic value, the bluffs separate Lockeford from the river's flood plain. The flood plain itself is agricultural and contains riparian vegetation and wildlife along the river. Bear Creek, which runs parallel to the river about two miles south, also is bordered by riparian vegetation. Soils surrounding the community are primarily Class I and II and are intensively used for field and orchard crops. The community also contains significant oak groves, located on the eastern and southern edges of the community. Residents have expressed a desire to protect these areas from urban development.

Manmade factors will affect the location of growth in Lockeford as well. The railroad and state highway are major noise sources. Industrial development southwest of the community makes this area less desirable for residential growth.

Public Services. Public services in Lockeford are summarized in Table VI.C-2. The community consolidated independent sewer and water districts several years ago and now has a locally-elected community service district board. A brief description of each service category is presented below.

Water Supply and Distribution. The Lockeford Community Services District (LCSD) supplies water to the community. The LCSD is undertaking a 5-to-7 year improvement project to replace sub-standard water distribution lines in the central business district. These lines range from 2" to 8", with some of the smaller lines considered inadequate for fire protection. Additional wells will be required as new subdivisions are developed. This should not constrain growth in the community, as water quality is considered good and groundwater is readily available.

Table VI.C-2: Community of Lockeford Public Services

<u>Function</u>	<u>Service Provider</u>
Water	Lockeford Community Services District
Wastewater	Lockeford Community Services District
Storm Drainage	Lambert Village Maintenance District CSA #45 , Lockeford Bluffs
	Bear Creek Terrace Maintenance District
Police	San Joaquin County Sheriff's Department, CHP
Fire	Mokelumne Rural Fire District
Schools	Lodi Unified School District

Wastewater Collection and Treatment. The LCSD provides sewage treatment to Lockeford, but is near its design capacity of 210,000 gallons per day. An additional holding pond has been constructed at the treatment site, which is located two miles southeast of the community center on Tully and Brandt Roads. The ponds have expanded the plant's capacity up to about 800 connections, adequate to serve Lockeford's immediate needs but inadequate for the town's projected growth. A longer-term solution to sewage disposal is needed.

Industrial development southwest of town is served by independent wastewater disposal systems. Connecting these establishments and future industries to the town's plant would require further expansion of the plant.

Storm Drainage. Lockeford's drainage system consists of county-maintained underground pipes to on-site ponds and to the Mokelumne River and Bear Creek. Terminal drainage systems have been constructed for the Bear Creek Terrace and Locke Haven Subdivisions. A third terminal drainage system, serving development along Jack Tone Road, is being constructed by the County. Terminal drainage systems are required for all new subdivisions.

Police and Fire. Law enforcement protection is provided by the San Joaquin County Sheriff's Department. Fire protection services are provided by the Mokelumne Rural Fire District located in Victor, four miles to the west. The District has one paid fire chief, two paid fire fighters and several volunteers.

Schools. Lockeford is within the Lodi Unified School District (LUSD). Children attend Lockeford Elementary School just south of downtown Lockeford. Older children attend Lodi High School. The LUSD is overcrowded at the high school level. Lockeford is large enough to support a branch library but has no permanent facility at this time. The town is currently serviced by the bookmobile on a bi-weekly basis.

Recreation. Lockeford has no community park facilities. The school playfields are available for use by town residents, and there are regional recreation areas close-by. Given the amount of growth that has recently occurred in Lockeford and the amount that is likely in the near future, a town park is needed. Local residents have expressed interest in establishing a park at the oak grove south of the elementary school.

Circulation. State Route 12/88 is the primary element of Lockeford's circulation system. In addition to carrying local traffic, the road is the town's primary link to Stockton and Lodi and is also a major regional access route to the Sierra. Consequently, the two-lane highway is jammed with traffic on weekends. With the highway functioning both as Lockeford's "Main Street" and as a major through-route, the town has become a bottleneck. Construction of a State Route 12/88 bypass around the community needs to be given serious consideration if Lockeford is to grow.

Elliott, Tully, and Jack Tone Roads serve as collector streets, converging near the town center. A network of local streets feed into these roads or directly into the state highway.

4. 2010 Land Use Map

Assumptions

1. All future development will be coordinated with the Lockeford Community Services District.
2. The Lockeford Community Services District will have the ability to provide required services for the growth planned.
3. Lockeford will remain an "urban center," providing commercial services for residents, surrounding agricultural areas, and motorists traveling on State Route 12/88.
4. The General Plan roadway level of service standards can be met in Lockeford, and the Lockeford State Route 12/88 Bypass will be constructed.

Community Plan 2010 Map. The future land use plan for Lockeford (available separately) is a large oversized map which accompanies this document. Table VI.C-3 presents the proposed acreage in each land use category. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Lockeford as well as with the county-wide General Plan, including the Community Plans.

Lockeford is expected to remain an urban center over the next 20 years. More growth is shown on the Lockeford Community Plan than can be built and still meet the Transportation policies of the Countywide Plan. These policies limit the amount of traffic that may burden the road network. In the designation of land, the plan reflects existing trends and conditions. The Community's Plan Assumption assumes that roadway improvements will be completed to allow the planned growth. Residential growth is directed to the south of the community center and industrial growth is directed southwest. Some expansion of the commercial area along State Route 12/88 is also envisioned.

Table VI.C-3: Lockeford Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	607	53.2	233	374
o Very Low	37	3.2	11	26
o Low	506	44.3	194	312
o Medium	64	5.6	28	36
COMMERCIAL	126	11.0	19	107
o Community	40	3.5	17	23
o General	43	3.8	2	41
o Office	38	3.3	0	38
o Neighborhood	5	0.4	0	5
INDUSTRIAL	334	29.2	106	228
o General	142	12.4	102	40
o Limited	192	16.8	4	188
PUBLIC	51	4.5	4	47
o Schools	17	1.5	4	13
o Other	34	3.0	0	34
OPEN SPACE	24	2.1	6	18
o Parks	19	1.7	1	18
o Resource Conservation	0	0.0	0	0
o Other	5	0.4	5	0
TOTAL	1,142	100.0	368	774

See Introduction (Chapter I) for assumptions.
 Acres Already Developed are 1987 Figures

Table VI.C-4: Buildout Potential for Lockeford (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010¹ Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	848	1,500	2,100
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	2,300	4,400	6,100

See Introduction (Chapter I) for assumptions.

¹ Low Density Residential is Assumes 4.0 dwelling units per acre rather than 4.5 (Lockeford only)

Table VI.C-4 indicates the potential buildout under the future land use plan. The figures imply a possible buildout population of about 6,100.

General Plan Policies Specific to Lockeford

1. No significant expansion of the growth area for the Lockeford community shall occur until solutions to the congestion on State Route 12/88 have been developed and implemented.
2. Minimum parcel size in the Residential-Low Density designation in Lockeford shall be 8,000 square feet.
3. All new development in the Lockeford area shall be coordinated with the Lockeford Community Services District.
4. The Lockeford Community Services District shall be encouraged to operate and maintain community services in Lockeford.
5. Community water and sewer services should be provided to "infill" land inside the LCSD before service is extended to property outside its current boundaries. Annexation of areas designated for industrial use outside the district boundaries should be encouraged.
6. The oak grove south of the Lockeford Elementary School shall be protected.
7. Structures located on the bluff of the Mokelumne River shall be set back at least 50 feet from the edge of the bluff.
8. A community fire station should be constructed.

General Plan Implementation Specific to Lockeford

1. An archaeology study and report shall be required for all discretionary applications along the Mokelumne River bluff and within 100 feet of the centerline of Bear Creek to protect any stone age artifacts remaining there. (Planning)
2. The feasibility of a State Route 12/88 bypass around Lockeford should continue to be actively explored. As an interim solution to congestion, better traffic control measures (turning lanes, stop signs, etc.) should be utilized within Lockeford. If a bypass is built, a re-evaluation of the town's land use plan should be conducted. (Public Works, Planning)

D. BALANCE OF THE PLANNING AREA

Outside of the two designated communities in the planning area, land is planned for limited and general agriculture and for resource conservation. The area contains sand and gravel aggregate extraction sites and a number of regional parks along the Mokelumne River and on the shores of Camanche Reservoir, as well as sand and gravel aggregate extraction sites. These areas, as well as the riparian areas along Dry Creek, Bear Creek, and the Mokelumne River, and the oak groves south of Brandt Road, have been designated for Resource Conservation while all other areas have been designated for agriculture. The Lockeford Area is anticipated to remain a highly productive farming area through the year 2010 and should be safeguarded from rural residential development pressures.

VII. Lodi Planning Area

A. OVERVIEW

The Lodi Planning Area encompasses 80,530 acres in north-central San Joaquin County. The area extends from Sacramento County on the north to Eight Mile Road on the south. It is the second most populous area of the county, with about 14 percent of the county's population. The Planning Area includes the City of Lodi and the unincorporated communities of Acampo, Coopers Corner, Collierville, Victor and Woodbridge. There are also several rural subdivisions in the planning area, and scattered unincorporated development on the fringes of Lodi. The remainder of the planning area consists of farms, orchards, and vineyards.

Table VII.A-1 presents acreage and population statistics for the Lodi Planning Area. The area had 64,500 people in 1990, including 50,400 people in the city of Lodi. The five designated unincorporated communities had a combined total of about 4,950 people. Another 9,100 people reside outside of communities within the planning area. The City of Lodi and the designated communities encompass 8,088 acres, or about 10 percent of the planning area.

Table VII.A-1: Lodi Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
Acampo	47	250
Collierville	1,229	1,100
Coopers Corner	58	250
City of Lodi	5,971	50,400
Victor	77	150
Woodbridge	706	3,200
Remainder of the Planning Area	<u>72,442</u>	<u>9,150</u>
TOTAL	80,530	64,500

Table VII.A-2: Growth in the Lodi Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	64,500	85,200	24,800	33,400	25,400	31,900
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	13.9	10.5	14.9	11.4	13.9	10.6

B. LODI

1. Background

Lodi is located 13 miles north of downtown Stockton and 34 miles south of Sacramento in the north central part of the County. Lodi is the county's second largest city, with 50,400 residents. The city covers 9.3 square miles and is surrounded by agricultural land and by the unincorporated communities covered elsewhere in this chapter.

The city was first subdivided in 1869 by the Central Pacific Railroad Company and was incorporated in 1906. Its initial land use pattern was shaped by the railroad, with industry developing close to the tracks, commercial uses developing near the depot, and residential development occurring in a piecemeal fashion around the core area. Lodi's planning commission was established in 1919, and the city was first zoned in 1936.

2. Land Use Profile

In 1987, the City of Lodi contained 4,974 net acres, about half of which was residential. About 10 percent of the city was industrial, 8 percent was commercial, 16 percent was public or institutional, 6 percent was in parks or permanent open space, and 11 percent was vacant or agricultural. Most development outside the city limits is located in Woodbridge (discussed elsewhere in this chapter). Roadside commercial uses extend along Highway 99 north of the Mokelumne River and there are scattered rural residences on the perimeter of the city. Southwest of the city, there is a small residential area consisting of about 60 homes known as Henderson Village.

The city has taken steps to preserve its agricultural land and reduce the encroachment of housing into unincorporated farm and vineyard areas. Measure A, approved by Lodi voters in 1981, removed unincorporated land from the city's future land use plan and established an agricultural greenbelt around the existing city limits. Annexation and rezoning of land within this greenbelt became subject to voter approval. The Measure was overturned by the Superior Court in 1986 and has since been replaced by a 2 percent annual growth cap.

3. Planning Factors

Physical Setting. The physical setting of Lodi has not been a development constraint in the past but has affected patterns of growth within the city. The Mokelumne River and its associated flood plain have limited expansion to the north. The prevalence of industry on the east side has caused most residential growth to shift to the west. Although not generally regarded as a constraint, the city lies on some of the best farmland in the county. Lodi and has taken measures to limit its growth so that this resource is protected.

Public Services. Lodi has a complete range of urban services. The city owns and operates a water system, drawing from 21 wells located in and around the city. A network of 2" to 14" pipes provides 13.4 million gallons per day (mgd) to water customers (1986). Water quality is generally good. New wells will be required to accommodate future growth. The unincorporated area around Lodi receives its water from the Mokelumne Acres Maintenance District, the Sunnyside Maintenance District, or from individual wells.

The city's wastewater treatment plant is located 6 miles southwest of the city. Sewers ranging from 4" to 48" in diameter convey wastewater to the plant, which treats about 6.0 mgd. Treated effluent is discharged to White Slough or is applied to land near the plant. The treatment plant is to be expanded to 8.5 mgd by 1992. Further expansion to the plant will be required by 2010, and more land may be required for effluent application. The unincorporated area around Lodi utilizes on-site disposal systems or is served by the Woodbridge treatment plant.

Lodi's storm drainage system carries runoff to the Mokelumne River and Woodbridge Irrigation District canal. A network of underground pipes, lift stations, catch basins, and detention ponds is used to convey stormwater. Several new basins and ponds are planned. Drainage in the unincorporated vicinity occurs through roadside ditches, although Woodbridge is served by an independent system.

City police and fire departments serve the incorporated area, while the County Sheriff and Woodbridge and Mokelumne Rural Fire Departments serve Woodbridge and surrounding farm areas. As areas annex to the city, they are deannexed from the county fire districts. The Lodi School District enrolled 11,345 students in 1986. The district has faced overcrowding problems for over a decade. Busing (to less crowded schools) and portable classrooms have been used to provide short-term relief, and several new facilities are planned to provide a longer-term solution. The city has 24 parks totalling 282 acres. Three new parks totalling an additional 100 acres are planned.

Lodi is served by a grid pattern street system, with one freeway (SR 99) running north-south through the east side of the city. There are four full and two partial interchanges providing access to the city. According to the city's General Plan Background Report (1988), most surface streets and intersections operated at Level-of-Service A or B in 1987. A moderate amount of growth can be accommodated before major improvements become necessary. The city's General Plan identifies road segments to be widened and extended in the future.

4. 2010 Land Use Map

Assumptions

1. New urban development will occur in the City of Lodi, or in the community of Woodbridge.

Community Plan 2010 Map. The Community Plan 2010 map for areas surrounding Lodi (available separately) is a large oversized map which accompanies this document. Lodi's General Plan balances

local goals of preserving the city's character and agricultural lands with the need to provide an adequate supply of new housing and economic opportunities. The city faces increasing growth pressure from Stockton, which has experienced rapid growth on the north side. The city's plan designates limited growth areas to the west and south of the existing city limits. Future industrial areas are generally located within the city limits east of S.R. 99. The city will maintain its ultimate development boundaries at the Mokelumne River on the north and Harney Lane on the south. Land beyond these boundaries is designated for agricultural use unless otherwise noted in this chapter.

C. ACAMPO

1. Background

The community of Acampo is located 1.5 miles north of Lodi, immediately west of the Southern Pacific Railroad (SPRR) at Acampo Road. The town was initially established as New Liberty in 1868 as a Central Pacific Railroad stop. In 1872, the town was renamed "Acampo", the Spanish word for grazing land. Acampo never became an important rail stop but did support a freight and passenger depot for many years. In the 1880's watermelons were a important crop in the area, but they were soon replaced by apricot, almond, and prune orchards, and vineyards. In 1934, the Acampo Winery & Distillers Inc. (later to become the Lost Hills/Barengo Winery) was established within the community. Today, Acampo is still an important wine-producing area.

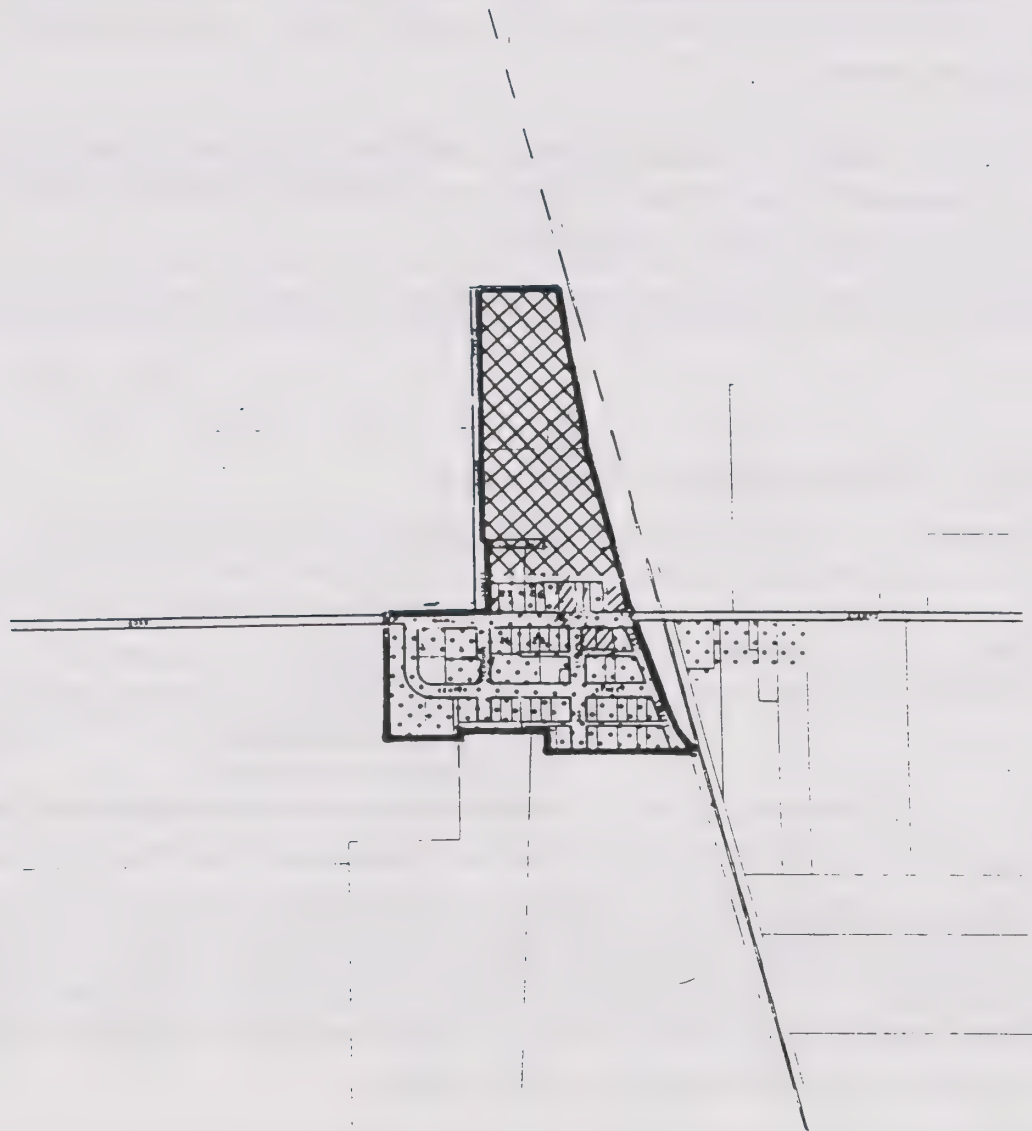
2. Land Use Profile

Acampo is an agriculturally-oriented rural community of 47 acres and had approximately 250 people in 1990. Existing land uses for the community are illustrated in Figure VII.C-1 and presented in Table VII.C-1.

Table VII.C-1: Acampo Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	15	31.9
COMMERCIAL	3	6.4
INDUSTRIAL	20	42.6
PUBLIC/INSTITUTIONAL	0	0.0
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	9	19.1
TOTAL	47	100.0

See Introduction (Chapter I) for assumptions.






-  Rural Residential
-  Commercial
-  Industrial

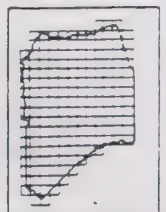
Figure VII.C-1

Existing Land Use -1987

Acampo
San Joaquin County
General Plan



0 1000 feet 2000



There are 60 dwelling units in Acampo. Most are older, single family homes on lots between 6,000 and 20,000 square feet. The majority of non-residential uses, which primarily serve the daily needs of residents and surrounding agricultural areas, are located along Main Street. These activities include a grocery store, garage, day care facility, and United States Post Office. Located north of Acampo Road, there is a winery with wine tasting facilities.

3. Planning Factors

Physical Setting. Acampo is located on prime Class I and II agricultural soils. County policies discourage development in such areas due to the limited extent of this resource. There are no flood hazards or other natural constraints to development.

Public Services. Acampo's public services are summarized in Table VII.C-2. Below is a brief description of each.

Table VII.C-2: Community of Acampo Public Services

<u>Function</u>	<u>Service Provider</u>
Water	Acampo Maintenance District, CSA #51
Wastewater	None (septic tanks)
Storm Drainage	CSA #51 (portion)
Police	San Joaquin County Sheriff's Department, CHP
Fire	Woodbridge Fire District
Schools	Lodi Unified School District
Others	North San Joaquin Water Conservation District

Water Supply and Distribution. Most of the residential portion of the community is served by the Acampo Maintenance District. The water source for the district was the winery's well, which was found unsafe and unreliable for drinking. The County Public Works Department has located an adequate water source for domestic and fire fighting needs. CSA #51 contracts with the maintenance district for water for a six-lot subdivision located in the southern portion of the community.

Wastewater Collection and Treatment. There is no public sewage disposal system in the community. Existing development is served by individual septic tank-leach field systems.

Storm Drainage. Although there are limited roadside ditches in Acampo, no storm drainage system exists in the area other than a six-lot subdivision system served by CSA #51.

Police and Fire. The San Joaquin County Sheriff's Department provides law enforcement services to the community. Acampo is within the Woodbridge Fire District. The nearest fire station is located approximately 2.5 miles southwest, in Woodbridge.

Schools. Acampo is in the Lodi Unified School District. Students attend Victor School in Victor (kindergarten), Houston School in Cooper's Corner (1-8 grades), and Lodi High School in Lodi (9-12 grades).

Recreation. There are no park facilities in Acampo. Due to the small size of the town and the low level of growth predicted, no facilities are planned.

Circulation. Acampo Road runs east-west through the community and is the only means of access to the community. There is an Acampo Road interchange at Route 99, about a mile east of the community.

4. 2010 Land Use Map

Assumptions

1. The community is surrounded by excellent agricultural land which is, for the most part, in permanent crops (vineyards and orchards), and will not change during the planning period.
2. Acampo's existing services and facilities will continue to be provided at current levels of service with no improvements and additions anticipated. The area surrounding the community will be maintained in commercial agriculture.

Community Plan 2010 Map. The Community Plan 2010 Map for Acampo (available separately) is a large oversized map which accompanies this document. Table VII.C-3 presents the proposed acreage for each land use category and Table VII.C-4 presents buildout potential for the community. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Acampo as well as with the county-wide General Plan, including the Community Plans.

In general, little change will occur in Acampo. The community will remain a small rural community, providing limited services for the residents and adjacent agricultural areas, with no growth anticipated. The population of Acampo will remain stable. The General Plan 2010 boundary includes only those areas presently developed, or which have been shown for development on past plans and which still appear to be suitable for development.

Table VII.C-3: Acampo Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	24	51.1	15	9
o Rural	24	51.1	15	9
COMMERCIAL	3	6.4	1	2
o Rural Service	3	6.4	1	2
INDUSTRIAL	20	42.5	20	0
o Limited	20	42.5	20	0
TOTAL	47	100.0	36	11

See Introduction (Chapter I) for assumptions.

Table VII.C-4: Buildout Potential for Acampo (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	60	70	70
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	250	250	250

See Introduction (Chapter I) for assumptions.

D. COLLIERVILLE

1. Background

Collierville is a rural community at the northern edge of San Joaquin County. Dry Creek, which forms the southern border of Sacramento County, is a mile north of community's northern boundary. The community occupies more than a square mile along State Route 99, primarily in the vicinity of Collier Road, but extending as far south as Jahant Road. It is surrounded by agricultural land.

The area presently known as Collierville formerly contained two separate settlements. Neither settlement remains today. The first, Liberty, was settled in 1852 as a stopping point along the stage route between Stockton and Sacramento. Early growth of the community was spurred on by efforts to use the nearby Mokelumne River for navigable commerce, and the town's proximity by river to Woodbridge. By 1869, Liberty had a population of about 75 and supported three merchandise stores, a shoemaker, a dentist, a livery, two blacksmiths, a hotel, and a wagon maker.

Liberty's prosperity was shortlived. The Central Pacific Railroad designated the neighboring town of Galt as its depot, leaving Liberty with no freight or passenger service. As the two towns were just over a mile apart, most of Liberty's buildings were moved to Galt during the 1870s. Other buildings were moved to New Liberty (later renamed Acampo), the next rail depot to the south. All that remains of the historic settlement of Liberty today is the town cemetery.

Twenty years after Liberty was abandoned, a small community known as Forest Lake was created at a railroad siding less than a mile to the west. The community was a cattle and grain shipment point for the surrounding farm areas. Forest Lake never prospered, dwindling in size after 1900. Some 50 years later, a nursery adjacent to the old community was developed as a golf course. The surrounding area was seen as attractive for rural homesites and began to develop in the 1950s with large lot "ranchettes." By the 1980s, the area north and east of the golf course had been extensively subdivided into lots of one to five acres.

2. Land Use Profile

Today, Collierville is a loosely-defined community along State Route 99. Most of its commercial development is focused around the intersection of Collier Road and State Route 99. Lodi Airport, at the southern edge of the community, draws users from northern San Joaquin County. Most of Collierville's developed land is devoted to rural residential use. Other major land uses include a golf course located in the southern part of the community and a cemetery in the northern section. There is also a golf course north of the community along Dry Creek near State Route 99.

Collierville is rural in character, with scattered residential development. Most of the community's 1093 residents occupy single-family homes on lots of one-half acre or larger. About 49 percent of the 1229-acre planning area is already developed. The balance of the land is in agricultural use or vacant. There are 363 dwelling units in Collierville. Vacant residential land is found on the eastern edge of the community near Lower Sacramento Road.

Privately-owned Lodi Airport, at the south end of the community, can accommodate all general aviation aircraft and some business jets. Its services include agriculture dusting and spraying, flying instruction, aircraft rentals and parachute jumping.

Most of the existing commercial uses are located along Route 99 at the Collier and Jahant Road interchanges. These uses include a grocery store and barber shop. About 200 people are employed in the Collierville area. The area adjacent and north of the airport is planned Industrial, because of noise impacts and over-flights from the airport.

Table VII.D-1: Collierville Existing Land Use Profile (Gross Acres)

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	478	38.9
COMMERCIAL	25	2.0
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	6	0.5
PERMANENT OPEN SPACE	83	6.8
AGRICULTURE/VACANT/CONSERV.	<u>637</u>	<u>51.8</u>
TOTAL	1,229	100.0

See Introduction (Chapter I) for assumptions.

3. Planning Factors

Physical Setting. Development in the community of Collierville is limited primarily by natural characteristics of the land. Flood hazards exist along Dry Creek and one of its drainage tributaries just south of Liberty Road. The latter flows through an existing residential area. Because of the danger of flood damage, there is very little future development potential along Dry Creek. Sensitive riparian habitat areas occur along these drainageways and along Jahant Slough, which runs east-west north of Jahant Road. Runoff from Collierville could potentially damage these waterways.







-  Rural Residential
-  Commercial
-  Public/Semi-Public
-  Park/Golf Course

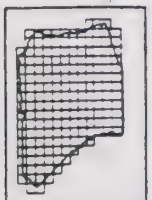
Figure VII.D-1

Existing Land Use-1987

Collierville San Joaquin County General Plan



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Although the land appears flat, it is actually sloping, with low areas and poorly-drained soils creating seasonal flooding problems. The soils of the area are poorer than most of the County but are irrigable. Lodi Airport will limit development north of Jahant Road due to take-off and landing hazards. The airport is also a source of intermittent noise. Route 99 is the greatest source of excessive noise, and Lower Sacramento Road has also been identified as a problem noise source.

Public Services. Public services for Collierville are presented in Table VII.D-2. Collierville does not have any existing or planned utilities.

Table VII.D-2: Community of Collierville Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic systems)
Storm Drainage	CSA #29, San Joaquin County
Police	San Joaquin County Sheriff's Department, CHP
Fire	Forest Lake Rural Fire District
Schools	Galt Joint Union High School District, Oak View Elementary School District
Other	Woodbridge Irrigation District

Water Supply and Distribution. Water is drawn through privately owned wells.

Wastewater Collection and Treatment. Wastewater is disposed of through individual septic systems. Poor soils in the community present some limitations for septic systems and constrain further growth. Because of the poor suitability of the soils for septic tanks, new large lot subdivisions should be discouraged.

Storm Drainage. Storm drainage services are provided to a portion of the community by San Joaquin County Service Area #29. Most of the community is served by roadside drainage ditches. As mentioned above, topographic features and the lack of a community-wide drainage system pose a long-term constraint to growth in the community.

Police and Fire. Fire protection is provided by the 14 member, volunteer Forest Lake Rural Fire District. The fire station has a response time range of 2-12 minutes with no access problems identified in the community. Law enforcement services are provided by the County Sheriff's Department.

Schools. The small amount of anticipated growth would not necessitate the construction of new schools in Collierville. Collierville children attend the Oakview Union Elementary School located about two miles away. Enrollment in 1988-89 was 293 students. The Collierville students attend high school at the Galt

Joint Unified School District located within the City of Galt. Galt High School District is collecting school developer fees.

Recreation: There are no parks in Collierville. However, there is a golf course in the community, and a second golf course lies just to the north on Dry Creek. Because of the dispersed character of the community and the very low density of its housing, most residents have immediate access to open space. No parks are planned at this time.

Circulation. Collierville is served by the State Route 99 freeway, with interchanges at Jahant, Collier, and Liberty Roads. These roads follow east-west alignments and are each spaced a mile apart. Woodson Road follows a diagonal alignment from the Jahant interchange to Sacramento County. These four roads function as collectors and are supplemented by local streets serving rural residences and subdivisions. Traffic on all roads is light at this time.

4. 2010 Land Use Map

Assumptions

1. Lodi Airport will remain operational for the duration of the planning period and beyond.
2. Collierville will remain a rural community, providing limited services for the residents, adjacent agricultural areas, and highway travelers.

Community Plan 2010 Map. The Community Plan 2010 map for Collierville (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table VII.D-3 and Table VII.D-4 presents potential buildout for the community. The map considers the local planning factors, assumptions and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Collierville as well as with the county-wide General Plan, including the Community Plans.

Collierville is to remain a rural community. Its present character will be retained by limiting future development to large lot homesites within the existing community boundaries. Commercial development will be concentrated at the freeway interchanges with Limited Industrial Development occurring north of the airport.

General Plan Policies Specific to Collierville

1. The riparian habitats along Jahant Slough and its tributaries shall be protected from future development.

2. The Collier Road interchange shall be promoted as the town center of Collierville.
3. New residential development in Collierville shall be protected from Lodi Airport noise and safety hazards.
4. Drainage into the sloughs in Collierville shall not adversely impact the Forest Lake Riparian Area to the west.

Table VII.D-3: Collierville Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	945	76.9	479	466
o Rural	945	76.9	479	466
COMMERCIAL	46	3.7	30	16
o Rural Service	46	3.7	30	16
INDUSTRIAL	125	10.2	0	125
o Limited Industrial	125	10.2	0	125
OPEN SPACE	113	9.2	83	30
o Resource Conservation	30	2.5	0	30
o Other	<u>83</u>	<u>6.7</u>	<u>83</u>	<u>0</u>
TOTAL	1,229	100.0	592	637

See Introduction (Chapter I) for assumptions.
Acres Already Developed are 1987.

Table VII.D-4: Buildout Potential for Collierville (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	363	450	650
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	1,100	1,400	2,000

See Introduction (Chapter I) for assumptions.

E. COOPERS CORNER

1. Background

The community of Coopers Corner is located at the intersection of Acampo Road and the State Route 99 East Frontage Road, 1.5 miles north of the City of Lodi.

Coopers Corner was originally established as the Van Geider Tract. The City of Lodi approved the 21 lot subdivision of 2 to 2.5 acre parcels on June 28, 1928 (the County Planning Commission was not established until December 1931). From the 1930's to the 1960's, and to a lesser extent during the 1970's, the Van Geider Tract was subdivided into smaller parcels.

2. Land Use Profile

Coopers Corner is a rural community, encompassing 58 acres of land. Figure VII.E-1 illustrates and Table VII.E-1 presents the existing land use profile for the community. More than two-thirds of the planning area is in residential use, with most of the existing residentially-planned lots already developed. Presently, there are about 75 single family dwelling units in the community, housing about 250 people. The housing stock is primarily single family, with just one multi-family building (13 units) located in the commercial area of the community.

Commercial use occupies only 2 acres, less than 5 percent of the community. These activities are located between State Route 99 and the frontage road, and provide limited services for the residents and the surrounding agricultural areas. Uses include an auto repair shop, auto and trailer sales, a sprinkler company, and a market with gas pumps. A public school site is located just south of Acampo Road. The surrounding agricultural land is predominantly vineyards.

Table VII.E-1: Coopers Corner Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	40	69.0
COMMERCIAL	2	3.4
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	9	15.5
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	7	12.1
TOTAL	58	100.0

See Introduction (Chapter I) for assumptions.

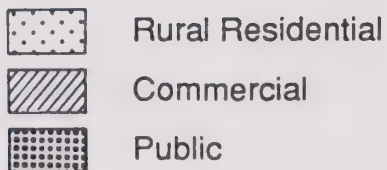
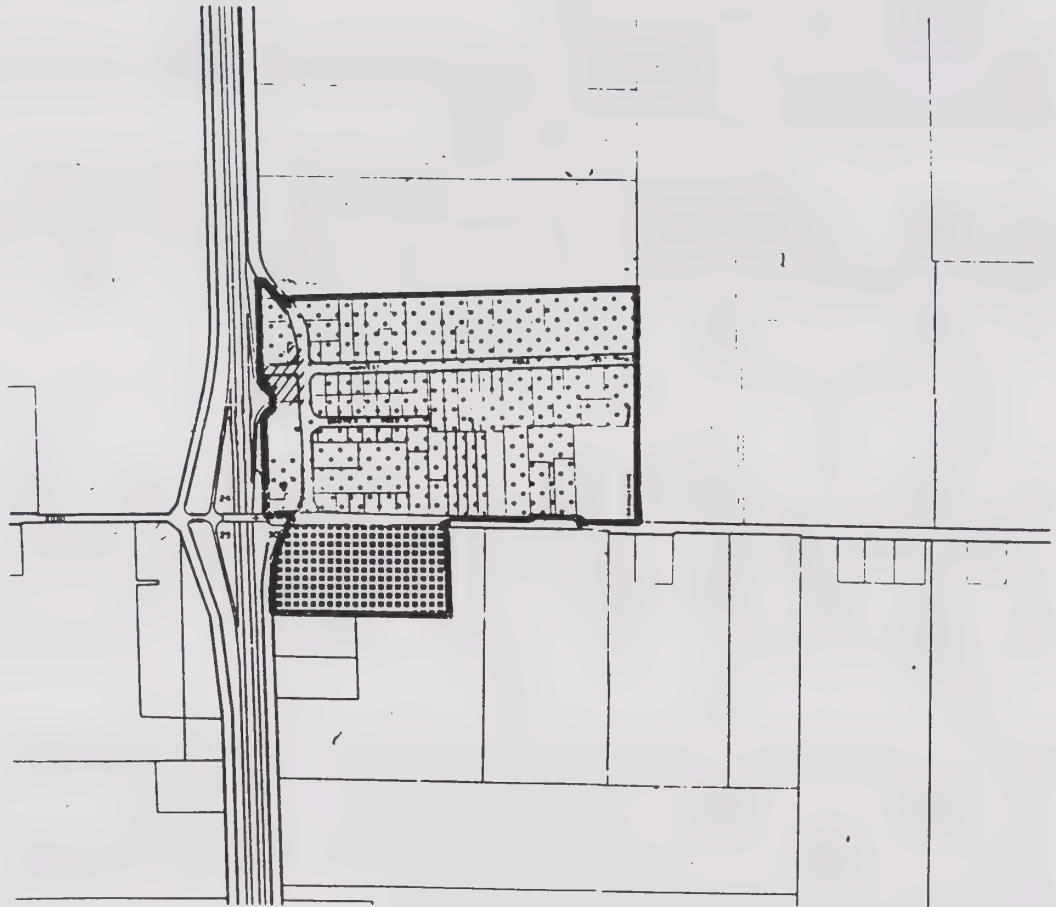


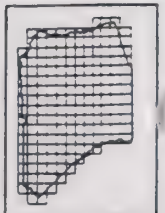
Figure VII.E-1

Existing Land Use - 1987

Coopers Corner San Joaquin County General Plan



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3. Planning Factors

Physical Setting. Coopers Corner is free of flood hazards and is located on prime Class I and II agricultural soils. The town is surrounded by intensive agricultural uses. As in Acampo, urban development is to be discouraged due to the importance of these soils and potential for interference with agriculture. Route 99 is a significant noise source in the community, limiting the suitability of some parcels for residential use.

Public Services. Public services for Coopers Corner are presented in Table VII.E-2 and are briefly described below.

Table VII.E-2: Community of Coopers Corner Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic tanks)
Storm Drainage	None
Police	San Joaquin County Sheriff's Department, CHP
Fire	Woodbridge Fire District
Schools	Lodi Unified School District
Other	North San Joaquin Water Conservation District

Water Supply and Distribution. There is no public water supply in Coopers Corner. Water is provided through about 100 individual wells. Water quality in the community meets requirements set forth in Title 22.

Wastewater Collection and Treatment. Sewage disposal is serviced by about 100 individual septic tank-leach field systems.

Storm Drainage. Although there are limited roadside ditches in Coopers Corner, no storm drainage system exists in the area. Gill Creek, located approximately one mile north, is the nearest terminal waterway.

Police and Fire. Law enforcement services are provided by the County Sheriff's Department. Fire protection is provided by the Woodbridge Fire District, with the nearest fire station located in Woodbridge.

Schools. Coopers Corner is within the Lodi Unified School District. Students attend Victor Elementary School in Victor; Houston School in Coopers Corner, (grades 1-8); and Lodi High School in Lodi.

Recreation. There are no community parks in the town. Recreational facilities are available at the Houston Elementary School. Due to the low density of the community and its limited growth potential, no parks are planned.

Circulation. Coopers Corner is served by the Acampo Road interchange of State Route 99. A frontage road running along the east side of the freeway serves as the town's main street. Two local streets feed into the frontage road. Traffic volumes are light.

4. 2010 Land Use Map

Assumptions

1. Coopers Corner will remain a small rural community, providing limited services for the residents and adjacent agricultural areas, with no growth anticipated.
2. Commercial agriculture will continue around Coopers Corner throughout the planning period.

Community Plan 2010 Map. The Community Plan 2010 Plan for Coopers Corner (available separately) is a large oversized map which accompanies this document. Table VII.E-3 presents the proposed acreage for each land use category. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Coopers Corner as well as with the county-wide General Plan, including the Community Plans.

Coopers Corner will remain a rural community, with a small commercial area and public school. The General Plan 2010 boundary includes only those areas presently developed, or areas which have been shown for development in past plans and which still appear to be suitable for development. The town's population will remain stable.

Table VII.E-3: Coopers Corner Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	46	73.0	40	6
o Rural	46	73.0	40	6
COMMERCIAL	3	4.8	2	1
o Rural Service	3	4.8	2	1
PUBLIC	9	22.2	9	0
o Schools	9	22.2	9	0
TOTAL	58	100.0	51	7

See Introduction (Chapter I) for assumptions.

Vacant Land and Acres Already Developed are 1987 Figures

Table VII.E-4: Buildout Potential for Coopers Corner (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	75	75	75
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	250	250	250

See Introduction (Chapter I) for assumptions.

Dwelling totals do not include a 13-unit apartment/motel.

F. VICTOR

1. Background

Victor is a small community located on State Route 12 at Bruella Road, immediately east of Lodi and approximately 3 miles west of Lockeford. The surrounding vineyards and the Southern Pacific Railroad (SPRR), which runs east-west through the community, helped establish Victor as an important fruit packing and shipping center. Much of the residential development of the community took place between 1910 and 1920, and again after World War II.

2. Land Use Profile

Victor is a rural residential and agriculturally-oriented community of approximately 77 acres. Figure VII.F-1 and Table VII.F-1 present the existing land use profile for the community.

Existing residential uses occupy 23 acres or approximately 30 percent of the planning area. These dwellings are primarily older single-family homes on 7,000 to 8,000 square foot parcels.

Agriculturally-related industrial uses comprise 19 acres or 25 percent of the community. These activities, concentrated along and oriented to the SPRR, include fruit packing and storage warehouses, box manufacturing and cherry brining operations.

Commercial uses occupy only 8 percent of the community or 6 acres, and include a market, hardware store, barber shop and a nursery. Public uses include the Victor Elementary School, Mokelumne Fire Station, a U.S. Post Office, and the Water District's office. Most of the surrounding land is planted in vineyards.

Table VII.F-1: Victor Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	23	29.9
COMMERCIAL	6	7.8
INDUSTRIAL	19	24.7
PUBLIC/INSTITUTIONAL	3	3.9
PERMANENT OPEN SPACE	1	1.3
AGRICULTURE/VACANT/CONSERV.	<u>25</u>	<u>32.4</u>
TOTAL	77	100.0

See Introduction (Chapter I) for assumptions.

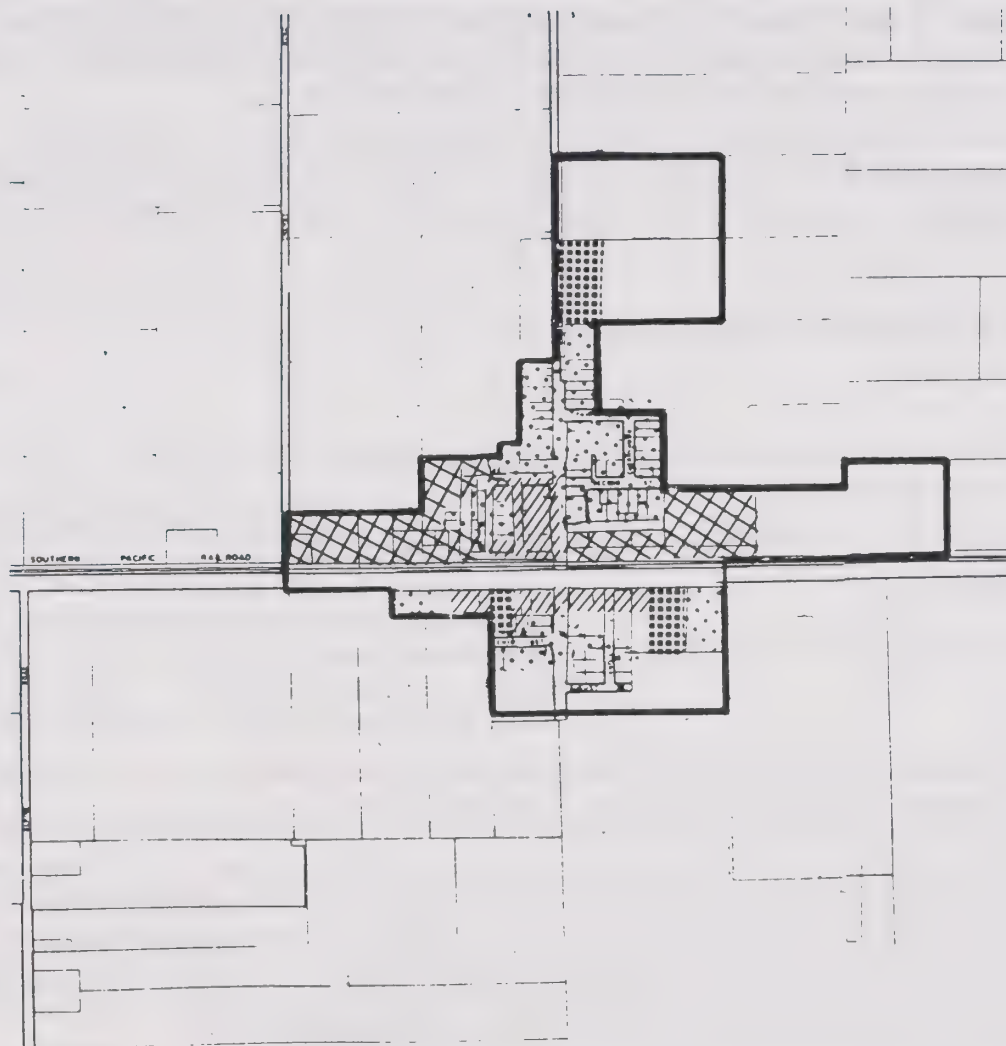






Figure VII.F-1

Existing Land Use - 1987

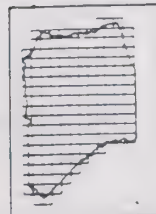
Victor

San Joaquin County General Plan

-  Rural Residential
-  Commercial
-  Industrial
-  Public



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3. PLANNING FACTORS

Physical Setting. Victor is located on prime agricultural soils and is free of flood hazards. As with other communities in the Lodi Area, urban development could interfere with local agricultural operations and would reduce the acreage in prime soils. The community's residential development is further constrained by noise along State Highway 12 and the Southern Pacific Railroad.

Public Services. Public services in Victor are summarized in Table VII.F-2. A brief description of each is presented below.

Table VII.F-2: Community of Victor Public Services

<u>Function</u>	<u>Service Provider</u>
Water	San Joaquin County Water Works District No. 2
Wastewater	None (septic tanks)
Storm Drainage	Victor County Service Area #14
Police	San Joaquin County Sheriff's Department, CHP
Fire	Mokelumne Rural Fire District
Schools	Lodi Unified School District
Other	North San Joaquin Water Conservation District

Water Supply and Distribution. The San Joaquin County Water Works District Number 2 provides water to most of the area planned for development in Victor. The district is governed by a five-member Board of Directors who are appointed by the County Board of Supervisors. Within the water district there are two wells, two pressure tanks, 12 hydrants, and approximately 100 unmetered service connections. Although the present system meets the State's requirements for water quality found in Title 22, the pesticide DBCP has been found in the community's water system in the past.

Wastewater Collection and Treatment. Sewage disposal is handled by individual septic tank-leach field systems. There have been no reported failure problems.

Storm Drainage. The Victor County Services Area Number 14 provides storm drainage service to the community. Storm water is collected by a piped collector system and conveyed by pumping facilities to the North San Joaquin Water Conservation District canal, which drains into Pixley Slough. The system has a design capacity to drain a 10-year storm from Victor within 24 hours.

Police and Fire. The San Joaquin County Sheriff's Department provides law enforcement to the area. Fire protection is provided by the Mokelumne Rural Fire District. One of the District's fire stations is located in Victor, just south of State Route 12 and west of Bruella Road.

Schools. Victor is within the Lodi Unified School District. The Victor School is located at the northern edge of the community.

Recreation. There is a 2-acre park adjacent to the Victor Elementary School. The park meets the needs of local residents and no expansion is planned during the next two decades.

Circulation. State Route 12, the town's primary street, provides the main access to the community while Bruella Road functions a collector from the north. The remaining roads are local streets. A branch line of the Southern Pacific Railroad parallels the state highway through the community.

4. 2010 LAND USE MAP

Assumptions

1. Because of the surrounding area's commercial agriculture and a desire of the Victor residents that the community remain as is, the number of people living in the community will remain stable with the total population increasing only slightly over the next 20 years as the remaining vacant parcels are developed.
2. Existing levels of services and facilities will continue to be provided with no major improvements or additions.
3. The amount of Victor's future development will depend on the health, safety, and environmental impacts of the future development, which will be occurring with septic tank systems.

Community Plan 2010 Map. The Community Plan 2010 Map for Victor (available separately) is a large oversized map which accompanies this document. Table VII.F-3 presents the proposed acreage for each land use category and Table VII.F-4 presents buildout potential for the community. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Victor as well as with the county-wide General Plan, including the Community Plans.

Overall, little change will occur within the community. The General Plan 2010 boundary includes only those areas that are presently developed, or areas which have been shown for development on past plans and which still appear to be suitable for development. Victor will remain a small rural community, providing limited services for the residents and adjacent agricultural areas with no significant growth anticipated during the 20 year planning period.

Table VII.F-3: Victor Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	30	38.5	21	9
o Rural	30	38.5	21	9
COMMERCIAL	8	11.5	8	0
o Rural Service	8	11.5	8	0
INDUSTRIAL	26	33.3	19	7
o Limited	26	33.3	19	7
PUBLIC	12	15.6	3	9
o Schools	12	15.6	3	9
OPEN SPACE	1	1.1	1	0
o Parks	<u>1</u>	<u>1.1</u>	<u>1</u>	<u>0</u>
TOTAL	77	100.0	52	25

See Introduction (Chapter I) for assumptions.

Vacant Land and Acres Already Developed are 1987.

Table VII.F-4: Buildout Potential for Victor (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	63	70	70
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	150	200	200

See Introduction (Chapter I) for assumptions.

G. WOODBRIDGE

1. Background

Woodbridge is located northwest of and adjacent to the Lodi city limits. The Community Plan area encompasses approximately 700 acres, with the majority of land lying south of the Mokelumne River.

The first inhabitants of Woodbridge may have been Miwok Indians. Archeological sites traced to these hunter-gatherers have been found along the Mokelumne River.¹ By 1852, two settlers, Jeramiah H. Woods and Alexander McQueen, had established ferry service across the Mokelumne River. As a result of the ferry service, the new road from Stockton to Sacramento was routed to the ferry landings on both sides of the river. During 1858, Woods built a bridge to connect the roads, known as Woods' Bridge. As a result of his commitment to the community and as a tribute to the new bridge, the town of Woodbridge was platted in April 1859.

Given its location along the Mokelumne River, the town of Woodbridge had great potential for growth. Since the river was navigable for steamboats, large shipments of goods travelled through Woodbridge. Consequently, the town was active for several years and grew rapidly from 1859 through the 1870s. However, the death of J.H. Woods and the State's later dependence on agricultural towns with rail access, such as Lodi, resulted in a gradual decline in the town's activity.

Woodbridge retains several historic resources. On October 9, 1939 the community itself became a California Historic Landmark. There are four additional historic resources within and surrounding the community center, including: the two-story I.O.O.F. building, which has been restored and currently serves as a restaurant; the Gothic Revival Masonic Temple, built in 1883; the Thompson Folger building, generally known as the General Store, originally built as a butcher shop and later functioning as a church, an ice cream parlor, and a pool hall; and finally the original Wells Fargo Office Building.

There are also two other historic resources located just south of the original community center. The San Joaquin Valley College is a two-story wood frame building built in the late 1870s originally known as the Woodbridge Seminary. The building was dismantled in 1922. (No. 520). The Indian Burial Site and Cemetery, commonly referred to as the Woodbridge Cemetery, dates from the middle 19th century.

Woodbridge remained a small community for nearly a century. In the early 1980s, severe annexation restrictions were approved by voters in the City of Lodi. These restrictions effectively reduced Lodi's

¹ Abstracted from: Jones & Stokes Associates, Inc., et al., Background Report, General Plan Update, City of Lodi, January 15, 1988; and Hoover, Rensch and Rensch, Historic Spots in California, 3rd ed., Stanford University Press, 1966.

developable land supply to "infill" parcels only, and resulted in a building boom of unprecedented proportions in Woodbridge. Much of Lodi's unmet housing demand was shifted to Woodbridge as a result of the restrictions.

2. Land Use Profile

Woodbridge is predominantly a residential community. The historic town center and Mokelumne River form the foundation of the community's visual character. The open space and riparian vegetation found along the river, the surrounding vineyards, and the Woodbridge Golf and Country Club are important scenic resources for the town.

Today, Woodbridge appears and functions as a suburb of the incorporated city to its southeast. Woodbridge residents have expressed a desire to remain independent, rather than be annexed to Lodi. Open space areas along the Mokelumne River, including the Woodbridge Golf and Country Club, the Lodi Lake Wilderness Area, and agricultural areas to the north and east—primarily vineyards—form the northern boundary of the town's development.

Existing land uses are illustrated in Figure VII.G-1 and are summarized in Table VII.G-1. In 1988, Woodbridge developed land included 292 acres of housing, 43 acres of public land, 7 acres of commercial use, and 189 acres of permanent open space (a golf course and cemetery). There was no industrial development; industrial employment areas are nearby in Lodi.

Residential uses in Woodbridge provide a variety of housing types and densities. Homes south of the Mokelumne River and east of Chestnut Street are generally on small lots within the original townsite. Some older residences in the community center are in need of rehabilitation. Large estate homes are found north of the River, along the fairways of the Woodbridge Golf and Country Club. Three mobile home parks are located along Lower Sacramento Road.

A majority of the residential development in Woodbridge is contained in moderate-sized subdivisions built since 1970. These subdivisions extend west from Chestnut Street for a half-mile along either side of Woodbridge Road. They typically contain 6,000 to 8,000 square foot lots. West of the subdivisions, orchards, vineyard and row crops extend west to Davis Road and beyond.

In 1990, there were 1,166 dwelling units in Woodbridge. Densities in the town averaged about 4 units per acre and the population was 3,200.

Public uses in the community include two parks (one undeveloped), a middle school, a town cemetery, and a sewage treatment plant. Commercial areas are found in the historic area. Some of the establishments have capitalized on the community's historic architecture, making the town center a more unique shopping and service center than the newer strip centers in Lodi.

Smaller vacant parcels are found near the downtown area. Some of the land west of downtown is underutilized and could be redeveloped with more intense uses. Larger tracts west of the community are generally occupied by agricultural uses.

Table VII.G-1: Woodbridge Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	277	39.2
COMMERCIAL	7	1.0
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	43	6.1
PERMANENT OPEN SPACE	189	26.8
AGRICULTURE/VACANT/CONSERV.	<u>190</u>	<u>26.9</u>
TOTAL	706	100.0

See Introduction (Chapter I) for assumptions.

3. Planning Factors

Physical Setting. The community of Woodbridge is situated along the Mokelumne River. Although the Woodbridge Golf and Country Club occupies most of the land along the river, development adjacent to the river is vulnerable to the 100-year flood. Riparian areas are found along the river, providing wildlife habitat and possible sources of archeological remnants.

Soils in Woodbridge are considered prime, and a great deal of land surrounding the community is being farmed. Some land near the river could be subject to liquefaction during a moderately severe earthquake. Turner Road and Lower Sacramento Road are the largest noise sources in Woodbridge.

Public Services. Public service provision in Woodbridge is summarized in Table VII.G-2. Following this table is a brief description of these services.

Water Supply and Distribution. South of the Mokelumne River, the Mokelumne Acres Maintenance District (MAMD) provides water mostly to the newer subdivisions, by using groundwater. The MAMD has seven wells and is constructing two more. The district's water supply is of adequate capacity. According to the Local Health District there are no known hazards associated with the community's water. North of the Mokelumne River, water is supplied by private systems, except for County Service Area #18 which supplies water to Fairway Estates.








-  Low-Density Residential
-  Medium-Density Residential
-  Commercial
-  Public/Semi-Public
-  Park/ Golf Course/Cemetery

Figure VII.G-1

Existing Land Use-1987

Woodbridge

San Joaquin County General Plan



0 1000 feet 2000

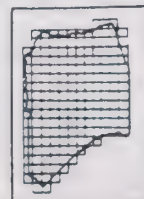


Table VII.G-2: Community of Woodbridge Public Services

<u>Function</u>	<u>Service Provider</u>
Water	Mokelumne Acres Maintenance District, CSA #18
Wastewater	Woodbridge Sanitary District
Storm Drainage	Mokelumne Acres Maintenance District, San Joaquin County Public Works
Police	San Joaquin County Sheriff's Department, CHP
Fire	Woodbridge Rural Fire Protection District
Schools	Lodi Unified School District
Other	Woodbridge Water Users Conservation District

Wastewater Collection and Treatment. Wastewater in most of Woodbridge is collected and treated by the Woodbridge Sanitary District (WSD). The remainder of the community, particularly the area north of the Mokelumne River, is served by individual septic tanks and leachfields.

The existing sewage treatment plant, a percolation/evaporation pond system, has a capacity of 500,000 gallons per day (gpd). The plant is expected to be at capacity when currently-planned development is completed. The area north of the Mokelumne River is expected to remain on septic tanks.

Storm Drainage. The San Joaquin County Public Works Department and MAMD provide storm drainage service in Woodbridge. In general, the MAMD system is in good condition, although localized problems arise during high river flows. The older sections of the community have a less complete drainage system; catch basins have been installed to help relieve localized ponding. The San Joaquin County Master Storm Drainage Plan calls for upgrading the system.

Police and Fire. The San Joaquin County Sheriff's Department provides law enforcement to the Woodbridge area. Fire protection is provided by the Woodbridge Rural County Fire Protection District, which also serves a large area surrounding the City of Lodi. One of the District's fire stations is located in Woodbridge.

Schools. Woodbridge is within the Lodi Unified School District (LUSD). The Woodbridge School, a middle school, is located in the community; children also attend elementary and high schools in the City of Lodi. Currently, schools in this district are overcrowded. A library is located in Lodi, and bookmobile service is available in Woodbridge.

Recreation. There are three parks planned within the Community Plan area of Woodbridge: a small tot-lot, a neighborhood park and a regional park. The neighborhood park west of the existing community should

be constructed along with development in that area. The Regional Park known as the Woodbridge Natural Area is planned to stay in its natural state with limited facilities planned. The area will have picnic tables, toilet facilities, and trails for hiking, fishing and nature study. The Regional Park has inadequate access and parking facilities at this time. As part of any development in the park's vicinity, adequate access and parking facilities must be addressed.

Circulation. Lower Sacramento Road is the primary means of access to Woodbridge and is the community's main street. Most traffic enters the community from Lodi and either continues north on Lower Sacramento Road or west on Woodbridge Road. A network of local streets feeds into these two roads. As the community grows, additional local and collector streets will be required.

4. 2010 LAND USE MAP

Assumptions

1. Woodbridge will not annex to Lodi. The Woodbridge Sanitary District's treatment plant can be expanded to accommodate planned growth.
2. Proposed development will not impact the existing storm drainage facilities.
3. The area south of the Woodbridge Irrigation District Canal will be served by the City of Lodi.

Community Plan 2010 Map. The Community Plan 2010 Map for Woodbridge (available separately) is a large oversized map which accompanies this document. Table VII.G-3 presents the proposed acreage for each land use category and Table VII.G-4 presents potential buildout in the community. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Woodbridge as well as with the county-wide General Plan, including the Community Plans.

The map indicates that Woodbridge will remain an urban community, with continued expansion of the developed area west along Woodbridge Road. Single family residential development similar to the existing community is envisioned. This development will be served by a new neighborhood park and elementary school. Land along the Mokelumne River is to remain in open space, with improved access to the existing regional park.

Table VII.G-3: Woodbridge Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	402	56.9	272	130
○ Very Low	54	7.6	54	0
○ Low	287	40.7	175	112
○ Medium	61	8.6	43	18
COMMERCIAL	32	4.5	26	6
○ Community	32	4.5	26	6
PUBLIC	40	5.7	29	11
○ Schools	21	3.0	11	10
○ Other	19	2.7	18	1
OPEN SPACE	232	32.9	189	43
○ Parks	32	4.6	0	32
○ Resource Conservation	11	1.6	0	11
○ Other	<u>189</u>	<u>26.7</u>	<u>189</u>	<u>0</u>
TOTAL	706	100.0	516	190

See Introduction (Chapter I) for assumptions.

Vacant Land and Acres Already Developed are 1987 Figures

Table VII.G-4: Buildout Potential for Woodbridge (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	1,166	1,500	1,700
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	3,200	4,000	4,600

See Introduction (Chapter I) for assumptions.

General Plan Policies Specific to Woodbridge

1. Efforts to enhance the historical character of the Woodbridge town center shall be supported.
2. Riparian habitat and public access to and along the Mokelumne River shall be protected.
3. Further intrusion into the agricultural lands north of Woodbridge shall be prohibited.

General Plan Implementation Specific to Woodbridge

1. The County shall retain Woodbridge Park along the Mokelumne River as a natural area. (Parks and Recreation)
2. The County shall initiate a historic preservation district for the Woodbridge town center. (Planning, County Museum)

H. BALANCE OF THE PLANNING AREA

About 90 percent of the Lodi Planning area lies outside the six communities addressed in this chapter. This area is largely agricultural, although some rural residential development has occurred. The central location of the Lodi Planning Area, coupled with growth restrictions within the City of Lodi, make this area especially susceptible to development pressure. However, new subdivisions should not be permitted outside the designated community boundaries. Development outside the communities would have a severe negative impact on the area's farms, vineyards, and orchards. Consequently, land outside the communities has been designated for general or limited agriculture, with resource conservation along Dry Creek, Bear Creek, the Mokelumne River, and Jahant Slough.

It is especially imperative that land between Eight Mile Road in Stockton and Harney Lane in Lodi remain in agricultural use. The open space between these communities helps define the edges of each city and provides both visual relief and a sense of identity for each community.

VIII. Manteca Planning Area

A. OVERVIEW

The Manteca Planning Area is situated in the south central portion of San Joaquin County, encompassing 58,215 acres or 91 square miles of land. Although this is one of the smaller planning areas geographically, Manteca is the third most populated planning area in the county; it accounted in 1990 for a little less than 11 percent of the county residents. Table VIII.A-1 presents population and land area data for the Manteca Planning Area. Table VIII.A-2 presents anticipated growth.

The San Joaquin River and the Stanislaus River border the southwest and southern edge of the planning area, respectively. The City of Manteca is located in the central portion of the area and occupies 8.5 square miles, or just 9 percent of the land. The remaining 82.5 square miles of unincorporated land is devoted primarily to rural agricultural uses.

Table VIII.A-1: Manteca Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
Manteca, City of	5,400	40,600
Remainder of the Planning Area	<u>52,815</u>	<u>9,100</u>
TOTAL	58,215	49,700

Table VIII.A-2: Growth In the Manteca Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	49,700	89,500	17,000	30,800	14,300	24,600
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	10.7	11.1	10.2	10.5	7.8	8.2

B. MANTECA

1. Background

Manteca is located 12 miles south of downtown Stockton, 14 miles northwest of Modesto, and 75 miles southeast of San Francisco. In 1988, the City of Manteca had approximately 38,200 residents, or nine percent of the county's population.

In 1863, Joshua Cowell, known as "The Father of Manteca," settled in San Joaquin County and purchased a large ranch which includes most of present-day Manteca. Following the completion of an irrigation network in the late 1910's, Manteca's population leaped from 80 to 2000 residents. The city incorporated in 1918.

In 1955 the city adopted its first zoning ordinance; in 1962, its first General Plan; and in 1970 its first subdivision ordinance. Manteca's General Plan was updated in 1975 and again in 1981. In 1988, the city completed a comprehensive revision of the General Plan. In 1986, a redevelopment plan was prepared and adopted for areas within and adjacent to the city.

Originally, Manteca functioned as an agricultural service center for the county. And although the city is surrounded by rich agricultural lands on the north, east, and south, the development of industry just west of Manteca has enabled the city to diversify economically. Reflective of the entire county, Manteca's population and housing experienced tremendous growth and development during the last decade. The city shows continuing signs of increasing pressure for housing and employment. Despite such growth, Manteca has maintained its small-town character.

2. Land Use Profile

In 1986, the City of Manteca encompassed 4,155 acres with about 78 percent or 3,231 acres developed.¹ Almost 2/3 of the city is designated for housing. About 86 percent of this land has already been developed. Approximately 75 percent of the housing in Manteca was single-family, while 22 percent was multi-family. Mobile homes accounted for about 3 percent of the housing.

Areas designated for commercial use covered 14 percent of the city and were concentrated along Yosemite Avenue and Main Street. Currently, about 60 percent of the commercial land has been developed. Public uses comprised about 12 percent of the city, including 24 parks, 3 fire stations, a library, golf course, and various corporation yards and utility facilities. Industrial development accounted for 8 percent of the land, and is generally located adjacent to and south of the Southern Pacific Railroad,

¹By 1989, the city had annexed an additional 1,300 acres of land.

in the southeast portion of the city. To date, 65-70 percent of the city zoned industrial land has been developed.

Most of the unincorporated land surrounding Manteca is rural and devoted to agricultural use. Adjoining the city limits on the north, there is a 322-lot subdivision called Raymus Village. Although the development has its own maintenance district, it functions as an extension of the City of Manteca and is likely to be annexed before the year 2010. Other parcels north of Lathrop Road are used for row and orchard crops.

The land use pattern is similar outside the eastern city limits. Most of the land is in agriculture, but there are a few rural subdivisions along Austin Road and Southland Avenue. There is also an industrial subdivision east of the city on Highway 120 as well as strip commercial development serving traffic on the highway. Spreckels Sugar occupies a large unincorporated tract adjacent to the city limits. Future annexations by the City of Manteca are likely to bring many of these areas within the city limits.

State Route 120 clearly demarks the city's current southern edge. There are scattered residences along the rural roads south of the highway, but most of the land is contained in agricultural tracts from 5 to 80 acres. Much of this area is planned for future annexation and residential, commercial, and industrial development by the City of Manteca.

The land use pattern west of the city is more complex, with a mixture of industrial, rural residential, recreational and agricultural uses extending west to Lathrop. Recreational uses are clustered around Oakwood Lake, south of Route 120 about two miles from the Manteca city limits. The Oakwood Lake complex includes 450 tent and RV sites, a 57-space mobile home park, and a waterslide amusement park. Nearby, the "Turtle Beach" RV park has 50 (private) RV sites and the Islander Mobile Home Park has 92 sites. This area is physically isolated from Manteca and is not likely to be annexed.

Other vacant land west of the city lies in the path of Manteca's growth and is more likely to be annexed. This area includes rural residences along Yosemite Avenue and Airport Way. The rest of the west side is in agricultural use.

3. Planning Factors

Physical Setting. Since the majority of land surrounding the city is potential prime farmland, Manteca's growth will mean the loss of a valuable natural resource. The encroachment of development into these areas has both the direct effect of consuming farmland and the indirect effect of interfering with farming practices on the urban fringe. A right-to-farm ordinance has been adopted by the city. Manteca is unaffected by flooding from the San Joaquin and Stanislaus Rivers and has relatively few physical constraints to growth. The primary physical constraints are man-made, namely transportation features and existing land use patterns.

There are two railways through the Manteca Planning Area: the Southern Pacific Railroad and the Union Pacific Railroad. The Union Pacific right-of-way is currently inactive and planned for abandonment. Manteca is sometimes constrained by streets crossing at the Southern Pacific tracks which hinders circulation within the city. The railroad is also a major noise source.

Public Services. Manteca owns and operates a public water system which includes 13 wells, various water distribution lines, and a single elevated storage tank. The sole source for water supply is groundwater. Sewage is collected and treated at the city's wastewater treatment plant, adjacent to the southwest city limits. The South San Joaquin Irrigation District (SSJID) operates drainage facilities that carry a portion of the city's drainage. Water from the SSJID and drainage piped by the city flows west to the French Camp Canal, draining into the French Camp Slough, with a final destination of the San Joaquin Delta.

The Manteca Police Department provides law enforcement to the city. The County Sheriff's Department has law enforcement power within unincorporated areas. The Manteca Fire Department provides fire protection service to city residents. Children attend schools in the Manteca Unified School District. This District maintains 12 schools for grades K-8 and 3 schools for grades 9-12 (one a continuation school). The community has two private schools graded K-8.

State Route 99 runs north-south through the eastern portion of the city and State Route 120 runs east-west through the southern part of the city. The principal north-south route through the Central Valley, Interstate 5, is located about 3 miles west of Manteca. In general, the city is organized around a grid street pattern with 3 east-west and 3 north-south arterials, and numerous collectors. There are three interchanges connecting arterials to the Route 99 freeway and three interchanges connecting arterials to the Route 120 freeway. The Southern Pacific Railroad passes through the city, between Ripon and Lathrop, in a southeast-northwest direction.

Rapid growth in Manteca has strained many of the city's intersections and arterials. Widening or extension of most arterials will be required to accommodate the level of growth planned by the city. In addition, the State Route 120 Freeway, which is only two lanes wide in some places, is planned for widening to six lanes.

4. 2010 Land Use Map

Assumptions

1. Except for infill on existing unincorporated lots, urban development shall occur in the city.

Community Plan 2010 Map. The Community Plan 2010 Map for Manteca (available separately) is a large oversized map which accompanies this document.

Residents of Manteca have expressed a desire to preserve a "small town" rural urban atmosphere in the city. The Manteca General Plan sets forth policies to provide for growth and development which is consistent with the city's infrastructure capabilities, surrounding land patterns, and residents' concerns. The city has a growth management program to regulate growth and the allocation of residential, commercial, and industrial development. The general plan also sets forth policies to provide sufficient land and appropriate densities to accommodate the present and future population, and to provide ample park and recreational opportunities for these residents.

The plan for Manteca indicates continued residential growth on all sides of the city, especially to the northwest and south. Over three square miles south of Route 120 are being designated for future urban use. Future residential and industrial uses will extend to the Lathrop Planning Area boundary on the west and to Northland Road on the north. The plan also reflects Manteca's desire to attract more jobs and services, particularly in the southeast part of the community north of Woodward Avenue near the Route 99/ Route 120 junction.

C. BALANCE OF THE PLANNING AREA

The City of Manteca is the only urban community in the planning area. The remaining land is devoted to agricultural use, with rural residences scattered throughout the area.

Soils for much of the planning area are considered prime. Agricultural uses include fruit and nut orchards, field crops, vegetable, seed, and other row crops, vineyards and pasture. A significant portion of agricultural land is under Williamson Act contract, particularly in the southern and eastern portion of the planning area. Given the rich agricultural soils of the area and the lack of public services, the balance of the planning area will remain in rural agricultural use for the next 20 years. The only major exception is along the banks of the San Joaquin and Stanislaus Rivers, where resource conservation and limited recreation are planned.

IX. Ripon Planning Area

A. OVERVIEW

The Ripon Planning Area, located in the south central portion of San Joaquin County, is the second smallest planning area, encompassing 23,837 acres. It includes the City of Ripon, the adjacent urban development, and agricultural lands surrounding the city's sphere. The City of Ripon, located approximately 20 miles southeast of Stockton and 4 miles north of Modesto in neighboring Stanislaus County, had a 1990 population of 7,400. Another 2,600 persons lived in rural and agricultural residences outside the city within the planning area. Table IX.A-1 presents the profile of the area and Table IX.A-2 outlines expected growth.

Table IX.A-1: Ripon Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
City of Ripon	2,100	7,400
Remainder of the Planning Area	<u>21,737</u>	<u>2,600</u>
TOTAL	23,837	10,000

Table IX.A-2: Growth in the Ripon Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	10,000	15,700	3,500	5,500	4,600	6,100
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	2.2	1.9	2.1	1.9	2.5	2.0

B. RIPON¹

1. Background

Like other communities in San Joaquin County, Ripon experienced a population surge during the 1980s due to migration out of the San Francisco Bay Area. Housing growth has outpaced employment and service growth (the housing stock increased 20 percent in 1985 alone) placing the city in an unfavorable fiscal position. A primary goal of the city's 1988 General Plan is to stabilize population growth at a rate of 3 to 6 percent annually and to promote commercial and industrial development until a balanced relationship between jobs and housing is achieved.

2. Land Use Profile

Ripon originally developed along both sides of the Southern Pacific Railroad. The State Route 99 Freeway was constructed parallel to the railroad, dividing the city into east and west halves. Commercial development is concentrated on the west side, while the east side is primarily residential. A substantial amount of land in the southwest part of the city has been designated for industry. However, little industrial development has taken place to date, in part due to access problems. For the most part, land adjacent to the city is planted in row crops and grapes, with scattered rural residences and roadside commercial uses.

3. Planning Factors

Physical Setting. There are few natural or man-made constraints to development in Ripon. The southern edge of the city is contained in the Stanislaus River flood plain, but little development exists in this area. The entire Ripon area is considered to be prime agricultural land. As in other San Joaquin County cities, the railroad and Route 99 Freeway are the primary sources of noise in the community. Land adjacent to these features has limited suitability for residential use.

Public Services. Ripon has its own water system, with six wells and an average use of 1.0 million gallons per day. Concerns over nitrate and organic chemical contamination have prompted the city to request surface water delivery from New Melones Reservoir. Sewage is disposed at a 100-acre site along the Stanislaus River. A combination of aeration ponds and land irrigation (for industrial wastewater) is used to dispose of treated effluent. The ponds have the capability of handling more than 13,000 people. Domestic sewage flow as of 1985 was about 0.4 mgpd and industrial sewage flow, primarily from a paper company, was about 0.2 mgpd. Storm drainage is considered adequate to handle future growth.

¹For greater detail, see the City of Ripon General Plan, Adopted September 20, 1988.

4. 2010 Land Use Map

Assumptions

1. New urban development will occur in the City of Ripon.

Community Plan 2010 Map. The Community Plan 2010 Map for Ripon (available separately) is a large oversized map which accompanies this document.

The city's General Plan designates sufficient residential land to accommodate a buildout population of nearly 10,000. New residential areas are distributed throughout the city, with most of the growth expected to occur on the north and west. Commercial expansion is planned west of downtown along West Main Street and east of downtown at the freeway interchanges. Industrial development in the southwest part of the city should be facilitated by an extension of Doak Boulevard.

Ripon's General Plan includes policies directed towards:

- Retention and renewal of the central business district
- Dispersal of high-density development
- Promoting balanced, compact residential growth on both sides of the freeway
- Preservation of the Stanislaus River flood plain

C. BALANCE OF THE PLANNING AREA

Beyond the city limits and urban expansion area of Ripon, most land in the planning area is in agricultural use. Almonds, walnuts, and peaches are the main orchard crops; beans, alfalfa, and corn are the major field crops. Because of the high quality of the soil in the Ripon vicinity and the lack of public services outside the city, the land is to remain in agricultural use for the duration of the planning period.

X. Stockton Planning Area

A. OVERVIEW

The Stockton Planning Area is situated in central San Joaquin County and encompasses about 135 square miles or 10.7 percent of the land area in the county. This planning area is the most populous part of the county, accounting for 56 percent of its residents, or 263,500 people. Table X.A-1 presents the acreage and population profile for the Stockton Planning Area.

Stockton is the only incorporated city in the planning area. However, a large portion of the Stockton community is unincorporated and is under county jurisdiction. The unincorporated satellite communities of Morada and French Camp are the second and third largest communities in the planning area, respectively, with a combined population of about 6,300. There are also two small rural communities in the planning area, Noble Acres and Glenwood. The balance of the planning area is expected to remain in rural and agricultural use throughout the planning period, or will be absorbed by the City of Stockton.

Table X.A-1: Stockton Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
French Camp	1,811	1,600
Glenwood	126	400
Morada	2,249	4,700
Noble Acres	398	600
Stockton (City of)	49,873	206,900
Remainder of the Planning Area	<u>49,873</u>	<u>49,300</u>
TOTAL	86,169	263,500

Table X.A-2: Growth in the Stockton Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	263,500	380,200	93,700	138,900	105,600	153,100
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	56.7	42.1	56.3	47.3	58.0	50.9

B. STOCKTON

1. Background

Stockton is the largest city and the largest urbanized area in San Joaquin County. It is the center of government, commerce, and culture in San Joaquin County, as well as the county's major population center. The city is located about 80 miles east of San Francisco and 50 miles south of Sacramento.

Strategically located near the San Joaquin River, Stockton grew rapidly as gold miners flocked west and settled along the waterways. Founded by Captain Charles M. Weber, Stockton was incorporated in 1850. The economic base of the town shifted from gold to agriculture as the richness of the surrounding land became apparent. By the 1900s, Stockton was regarded as the "Gateway City" between the Sierra Nevada Mountains and San Francisco Bay. It had gained a reputation for superior railway transportation and steamship navigation, and as one of the most important towns west of the Rockies for manufacturing and commercial activity.

Following the 1906 earthquake in San Francisco, Stockton was inundated with thousands of people seeking new residence further east. Large numbers of Chinese and Japanese refugees also migrated to Stockton and the city became one of the largest Asian population centers in California. Over 6,000 local Japanese-American residents were interned by the federal government following the attack on Pearl Harbor in 1941.

In 1933, improvements to the channel between Stockton and the Sacramento River made the city accessible to ocean going vessels. By 1937, over 1,000 ships from all over the world, including England, China, Japan, Norway, and South America had travelled through Stockton, the state's first inland port. Stockton grew steadily after World War II, its industrial base diversifying and its population increasing.

Land use planning has been a formalized process in Stockton since 1929, when the city's first planning commission was created. The city's first master plan and zoning ordinance were completed in 1932 and adopted by the city council two years later. Subsequent plans were prepared in 1957, 1970, and 1978.

In 1979, the electorate passed Measure "A" which effectively removed a large area from the city's land supply unless development was approved by the voters. Under the measure, which was in effect from 1979 to 1987, Stockton residents approved five residential projects, two auto centers, and a church/auditorium. The residential projects included 20,700 units of housing, a sufficient supply to meet the city's projected needs through the year 2000. On January 22, 1990, the City of Stockton adopted its latest revision of the General Plan.

A. OVERVIEW

The Stockton Planning Area is situated in central San Joaquin County and encompasses about 135 square miles or 10.7 percent of the land area in the county. This planning area is the most populous part of the county, accounting for 56 percent of its residents, or 263,500 people. Table X.A-1 presents the acreage and population profile for the Stockton Planning Area.

Stockton is the only incorporated city in the planning area. However, a large portion of the Stockton community is unincorporated and is under county jurisdiction. The unincorporated satellite communities of Morada and French Camp are the second and third largest communities in the planning area, respectively, with a combined population of about 6,300. There are also two small rural communities in the planning area, Noble Acres and Glenwood. The balance of the planning area is expected to remain in rural and agricultural use throughout the planning period, or will be absorbed by the City of Stockton.

Table X.A-1: Stockton Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
French Camp	1,811	1,600
Glenwood	126	400
Morada	2,205	4,700
Noble Acres	398	600
Stockton (City of)	31,712	206,900
Remainder of the Planning Area	<u>49,873</u>	<u>49,300</u>
TOTAL	86,125	263,500

Table X.A-2: Growth in the Stockton Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	263,500	379,600	93,700	138,800	105,600	151,400
San Joaquin County	465,100	759,400	166,300	276,000	182,200	286,900
Planning Area % of Total	56.7	50.0	56.3	50.3	58.0	52.8

B. STOCKTON

1. Background

Stockton is the largest city and the largest urbanized area in San Joaquin County. It is the center of government, commerce, and culture in San Joaquin County, as well as the county's major population center. The city is located about 80 miles east of San Francisco and 50 miles south of Sacramento.

Strategically located near the San Joaquin River, Stockton grew rapidly as gold miners flocked west and settled along the waterways. Founded by Captain Charles M. Weber, Stockton was incorporated in 1850. The economic base of the town shifted from gold to agriculture as the richness of the surrounding land became apparent. By the 1900s, Stockton was regarded as the "Gateway City" between the Sierra Nevada Mountains and San Francisco Bay. It had gained a reputation for superior railway transportation and steamship navigation, and as one of the most important towns west of the Rockies for manufacturing and commercial activity.

Following the 1906 earthquake in San Francisco, Stockton was inundated with thousands of people seeking new residence further east. Large numbers of Chinese and Japanese refugees also migrated to Stockton and the city became one of the largest Asian population centers in California. Over 6,000 local Japanese-American residents were interned by the federal government following the attack on Pearl Harbor in 1941.

In 1933, improvements to the channel between Stockton and the Sacramento River made the city accessible to ocean going vessels. By 1937, over 1,000 ships from all over the world, including England, China, Japan, Norway, and South America had travelled through Stockton, the state's first inland port. Stockton grew steadily after World War II, its industrial base diversifying and its population increasing.

Land use planning has been a formalized process in Stockton since 1929, when the city's first planning commission was created. The city's first master plan and zoning ordinance were completed in 1932 and adopted by the city council two years later. Subsequent plans were prepared in 1957, 1970, and 1978.

In 1979, the electorate passed Measure "A" which effectively removed a large area from the city's land supply unless development was approved by the voters. Under the measure, which was in effect from 1979 to 1987, Stockton residents approved five residential projects, two auto centers, and a church/auditorium. The residential projects included 20,700 units of housing, a sufficient supply to meet the city's projected needs through the year 2000. On January 22, 1990, the City of Stockton adopted its latest revision of the General Plan.

2. Land Use Profile

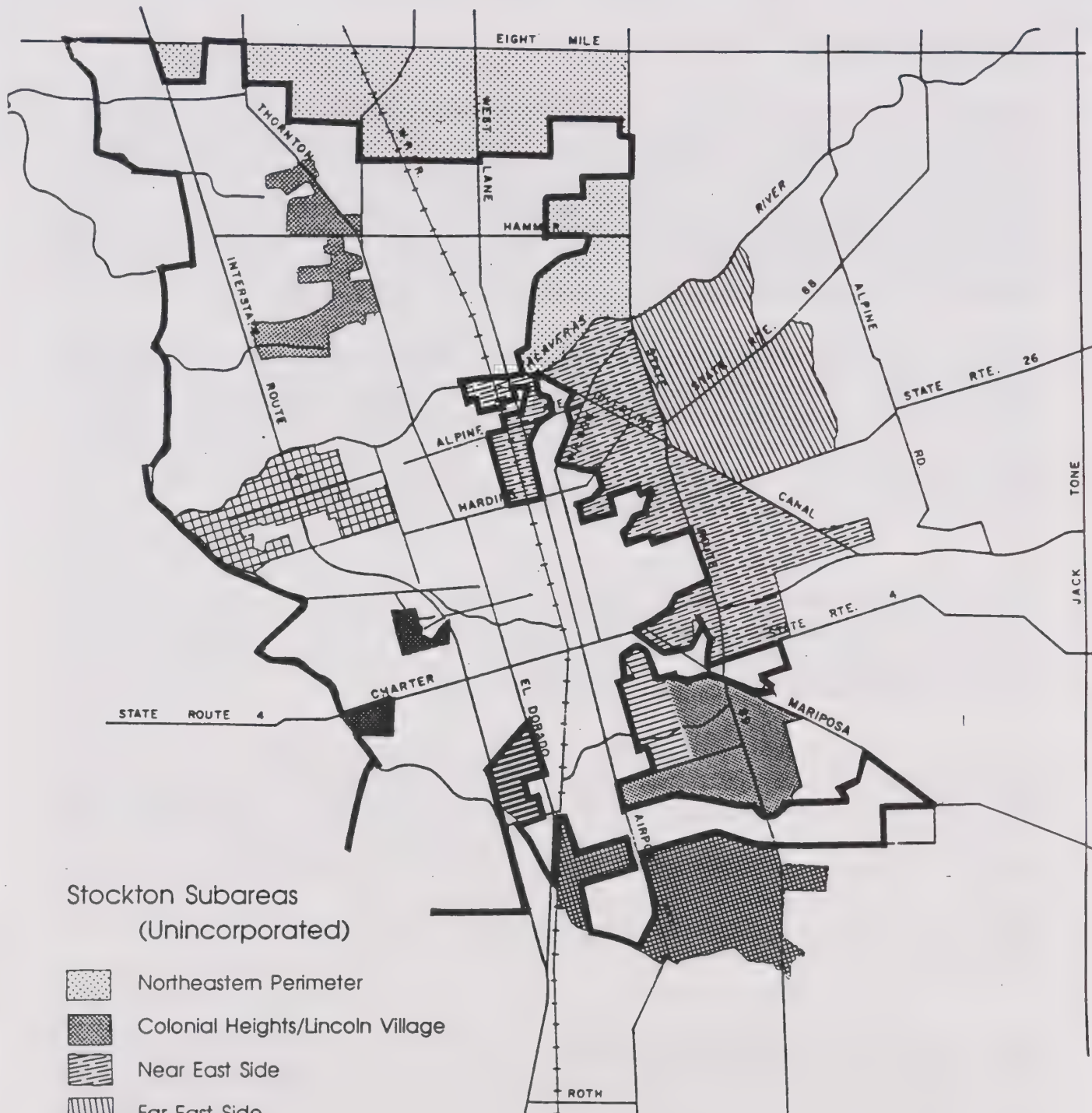
In 1989, the City of Stockton consisted of approximately 53 square miles of land, of which three quarters was developed. In addition, there are large pockets of unincorporated urban land within the city, and in many places, the city is abutted by unincorporated urban neighborhoods and communities. Most of these unincorporated areas function as extensions of the city and are not perceived as independent communities. Their eventual annexation by Stockton is likely. Others, including French Camp and Morada, are likely to remain unincorporated. The unincorporated urban areas within the community of Stockton encompass some 5,000 acres of land and house about 40,000 people.

Stockton's development pattern reflects its historic ties to the deepwater channel and transcontinental railroads, its proximity to frequently flooded Delta lands, and its rapid population growth during the last 40 years. Access to water and rail transportation set early precedents for industrial uses on the south and west sides of the city. This pattern was reinforced by decisions to locate certain large-scale public uses in these areas, including the regional airport, county hospital, and jail (south of the city) and the Naval Communications Station and sewage treatment plant (west of the city).

With the Delta on the west and flood prone lands along French Camp Slough to the south, the city generally grew to the north and east of downtown. During more recent decades, subdivision of land to the east for rural residences and small-scale farming has forced new residential development to the north. Stockton took on a linear development pattern during the 1970s and 1980s, with 90 percent of all residential development occurring north of the Calaveras River.

The oldest part of the city, generally pre-dating World War II, covers about 6 square miles at the terminus of the Stockton Ship Channel. The central business district, about a mile square, contains a mix of office, retail-service, high-density residential, and industrial uses. Beyond downtown, commercial development is concentrated along thoroughfares which radiate into the surrounding neighborhoods. Industrial development is predominant on the south side, especially along the Southern Pacific Railroad and Airport Way. Non-residential development tends to be concentrated in corridors, especially along El Dorado Street, Charter Way, East Main Street, Pacific Avenue, California Street, Miner Avenue, Fremont Street, and Wilson Way.

Most of the city's post-war development lies north of the Calaveras River. Here, the grid pattern becomes less rigid, although evenly spaced arterials and collector streets still frame the neighborhoods. This area contains large tract developments with similar housing stock and lot sizes. The housing stock is primarily single family, although there are large apartment complexes in many of the neighborhoods. There is very little industrial development, and commercial development has been focused in shopping centers along March Lane, Hammer Lane, and Pacific Avenue. Bear Creek, 7 miles north of downtown, presently defines the leading edge of the city's development.



Stockton Subareas (Unincorporated)

-  Northeastern Perimeter
-  Colonial Heights/Lincoln Village
-  Near East Side
-  Far East Side
-  Morrison
-  Southeast
-  Airport
-  Taft
-  Boggs Vicinity
-  Country Club

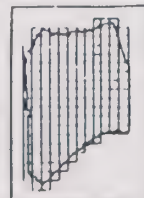
 Stockton City Limits

Figure X.B-1

Stockton Subareas San Joaquin County General Plan



0 2 miles .4



As Stockton grew during the 20th century, subdivisions were usually annexed as they were developed. However, some neighborhoods chose to remain unincorporated. Stockton has grown around these areas, in some cases leaving county "islands" surrounded on all sides by the city. In other cases, the city limits have taken an irregular shape, leaving large unincorporated wedges relatively close to the city center. Still other areas adjacent to the city have developed with industry. Services are provided by the city, county service districts, or by individual septic tanks and wells. The major unincorporated sub-areas in the Stockton community are profiled below and are shown in Figure X.B-1.

Country Club. This mainly unincorporated urban neighborhood encompasses more than 1,200 acres and is located 3 miles northwest of downtown. It is a single family residential area generally containing one-story ranch style homes built during the post-war era. Its character is similar to adjacent neighborhoods which lie within the city limits, although the golf course and adjacent waterways provide added amenities. There is very little land available for development in this neighborhood; nearly all of the land has been subdivided and built out. The levee of the Calaveras River, which forms the neighborhood's northern boundary, has been found by the Federal Emergency Management Agency to be inadequate to contain a 100-year flood. Levee improvements by the county and continual levee maintenance are required to prevent local flooding. This work has been completed, but not yet accepted by the Federal Emergency Management Agency.

The Country Club neighborhood receives full urban services. Water is provided by California Water, and sewer is provided by county maintenance districts which contract with the city for wastewater treatment. Storm drainage is provided by a reclamation district.

Colonial Heights/Lincoln Village. This is a predominantly residential area encompassing over 800 acres. It is located about 5 miles north of downtown Stockton. Like the Country Club area, Colonial Heights and Lincoln Village are similar in character to adjacent neighborhoods within the city limits. The area consists of single family ranch-style homes and a major commercial area (Lincoln Center) along Pacific Avenue. The neighborhood is nearly completely built out.

Colonial Heights/Lincoln Village receives full urban services. Water, sewer, and storm drainage are provided by county maintenance districts. The districts contract with the city for wastewater treatment and for water for Lincoln Village residents.

Northeastern Perimeter. Most of the unincorporated land on the north side of Bear Creek and the east side of the Southern Pacific tracks (north of the Calaveras River) lies in parcels larger than 40 acres and is actively farmed. This 5,000-acre area is projected to be the most active development area in the Stockton community during the next 20 years. Several thousand acres in this area were recently annexed by the city and will be developed before the year 2000. The remaining acreage has been designated for future urban uses and is likely to be annexed and developed by 2010. Other land uses in this area include the Oak Grove County Park, the Elkhorn Country Club, and an industrial area west of State Route 99. About 60 residences adjoin the golf course at the country club.

The northern and eastern perimeter areas presently lack urban services. However, the city is committed to providing water, sewer, and drainage extensions as this area is developed. 100-year flood hazards may be a problem because of changes in the federal flood criteria for levees.

Near East Side. The Near East Side contains the largest concentration of residents and businesses within the unincorporated part of the Stockton community. It encompasses about 4,500 acres of land extending from 2 to 6 miles east of downtown. The area consists of several distinct neighborhoods, strip commercial development along Wilson Way, Cherokee Road, Waterloo Road, Fremont Street, Main Street, Charter Way, and Mariposa Road, and industrial development in the Route 99 corridor.

Neighborhood conditions in this area vary, with problems of inadequate urban services and poorly maintained housing evident in some locations. Unlike the unincorporated north Stockton neighborhoods, this area contains a substantial amount of housing pre-dating 1950. Most of the area is urban in character, although there are pockets of rural development. There is a significant amount of vacant land in this area. Its development is constrained by fragmented ownership of vacant parcels, and a high incidence of land use compatibility problems.

A majority of the Near East Side receives water from the California Water Company or from independent service districts. Most of area receives city sewer although some homes and businesses have septic tanks. The Cherokee Industrial Park, in the northeast part of this area, has an independent water system and utilizes septic tanks.

Urban services should be extended into those parts of the Near East Side where they do not presently exist and improved in those areas where problems have been documented. Redevelopment and neighborhood improvement should be promoted. The area is close to the employment centers of downtown Stockton and the Route 99 corridor and could accommodate a larger share of the city's future growth than it has in recent years.

Far East Side. The Far East Side adjoins the Near East Side and encompasses about 2,800 acres, all on the east side of Route 99. It is distinguished from the Near East Side by its lack of city services, predominantly rural housing stock, and the prevalence of small-scale farms and orchards. Lot splits in this area have been common during the last few decades, making farming less viable. While the area is appealing for those seeking large-lot residences, it is also affected by problems of land use compatibility, poor drainage, flooding, and high concentrations of wells and septic tanks.

The Far East Side contains a considerable amount of highway service and industrial development, particularly along Route 99. Sewer, drainage, fire hydrant maintenance, and street lighting services are provided to a 134-acre area at State Route 99 between Cherokee and Waterloo Roads by County Service Area #15 (CSA #15). CSA #15 includes a package treatment plant which was intended to operate until City of Stockton sewer lines were extended into the planned urban areas east of the Diverting Canal. Since sewer facilities have yet to be constructed, expansion of CSA #15 is presently the most viable way

to serve urban-density development on the Far East Side. Such development would require expansion of the CSA #15 treatment plant, which has the capacity to serve land within the current boundaries only.

Urban development in the Far East Side will also require expansion of Cal Water lines, which presently serve only a limited portion of this area. These extensions could incorporate segments of existing county water systems serving individual subdivisions such as Walnut Acres on Cherokee Road.

Southeast. This area consists primarily of land planned for agriculture with existing rural residences and general commercial uses. The area presently lacks all urban services. A Mello-Roos District may be formed to extend city sewer lines to this area. Land to the south has recently been annexed for expansion of the Arch Road Industrial Park. Extension of sewer services to the existing rural residential areas is likely to enhance the area's potential for redevelopment with urban-density residential uses.

Morrison. This southeast Stockton neighborhood consists primarily of urban density housing. It is surrounded by the city on the north and west. Like the Near East Side neighborhoods, its character is not significantly different from the adjoining neighborhoods within the city limits. The housing stock is older than most of Stockton's, and is slightly less dense. The neighborhood contains approximately 550 acres; most of the land is subdivided or built out, and development potential is limited to infill and redevelopment. The Morrison area receives full urban services from the City of Stockton. The recent extension of sewer lines with a CDBG grant is likely to encourage new development in the area.

Airport. To the south of the city limits, the unincorporated area includes the airport, a state women's prison, and the California Youth Authority correctional center (the latter two uses are beyond the community boundary). Noise and safety hazards associated with the airport limit the suitability of surrounding lands for certain uses. The 2,000-acre area presently contains industrial development, agriculture, and vacant land. Future development in this area will be served by the City of Stockton.

Taft. This is a predominantly residential area located about 3 miles south of downtown Stockton. It encompasses about 350 acres and is surrounded on three sides by the city. Housing is older and less dense than in most of Stockton, and there are scattered compatibility problems between adjoining residential and industrial land uses. Although the neighborhood receives full urban services from the City of Stockton, its character is semi-rural.

Future development in the Taft area is severely constrained by noise hazards from the Stockton Metropolitan Airport. Existing homes in the neighborhood lie within the noise contours.

Boggs. Boggs Tract is an older residential area surrounded by industrial and shipping uses. The neighborhood contains about 100 acres and is situated about a mile southwest of downtown. Its proximity to heavy industry, including a creosote plant, the regional sewage treatment plant, and the Port of Stockton, create compatibility and safety issues for local residents. The neighborhood lacks all urban services and has more severe housing problems than most Stockton neighborhoods. However, its

physical isolation has also fostered a sense of community and resistance to plans to "phase out" the neighborhood.

One mile southwest of Boggs Tract, there are about 90 acres of vacant unincorporated land within the community boundaries. This land is a transitional area between planned residential development north of Weston Ranch and industrial uses at the port.

3. Planning Factors

Physical Setting. Stockton is surrounded by highly productive farming soils. Agricultural land under Williamson Act Contract can be found at the western edge of the planning area in the Shima, Wright, Elmwood, and Roberts Tracts, as well as in scattered locations at the eastern portion of the area. The city's rapid expansion has not only consumed farmland, it has made farming more difficult on the periphery of the urban area. By restricting development to land contiguous to the existing urban area, the impact on agriculture can be minimized.

The San Joaquin River system, the county's main water course, borders the west side of the Stockton Planning Area. All streams and channels in Stockton ultimately drain to this river system. Potential flooding is a significant concern, especially in the western portion of the area, adjacent to the Delta. Land along Mormon Slough, the Stockton Diverting Canal, Duck Creek, Little John's Creek, French Camp Slough, and the Calaveras River lie within the flood plain. Flood control channel projects have been constructed to relieve the possibility of flooding in many parts of the planning area, especially in the City of Stockton.

Flood problems are an immediate constraint to growth in parts of East Stockton as well. Systemwide drainage improvements will be required before some of the land designated for future urban uses can be developed. Furthermore, new FEMA criteria for development in areas protected by levees may require levee improvements in parts of the community.

Public Services. Stockton provides a broad range of urban services. As the county seat, it is the primary location for region-oriented services, such as health care and judicial services, and county administration. The discussion below focuses on local services, namely water, sewer, drainage, schools, police and fire, parks, and roads.

Water Supply and Distribution. Water is supplied and distributed in the City of Stockton from three sources: California Water Service (Cal Water), the City of Stockton, and the Stockton East Water District (SEWD). Cal Water is the largest supplier, maintaining about 37,000 connections to the incorporated and unincorporated residential neighborhoods and industrial areas south of the Calaveras River. The second largest supplier is the city, with about 23,000 connections serving the area north of the Calaveras River, as well as several areas south of the River, including the Stockton Metropolitan Airport, the Airport Industrial Park, the Oates and Fites Industrial Park, and the County Hospital Complex. The SEWD

supplies Cal Water and the city with treated surface water, and also maintains about 3,700 agricultural and industrial connections.

Water is provided to the unincorporated areas through private wells, county maintenance districts, and Cal Water. Special districts under county jurisdiction provide water to Colonial Heights, Lincoln Village, Morada, and parts of south and east Stockton.

Wastewater Collection and Treatment. Stockton's wastewater collection system is operated by the city through a system of pumping stations and sewer lines. Implementation of the Wastewater Master Plan is underway, including interim and long-range plans.

Wastewater treatment is provided by the city from a Regional Wastewater Control Facility (RWCF). Five smaller treatment plants serving areas of north and west Stockton were closed when the regional plant was expanded. The expanded plant treats about 29 MGD from connections within the city as well as from contracted maintenance districts in the county. The RWCF provides primary, secondary, and tertiary treatment. Although this plant is expected to remain below capacity for several years, it will require expansion during the 1990s to accommodate projected development.

The unincorporated areas are served by a combination of city sewer, county service districts, and private septic tanks. Country Club, Lincoln Village, Colonial Heights, Morrison, Taft, and most of the Near East Side receive city sewer. Expansion of city sewer to the Airport Area, parts of the Near East Side, and the Northeastern perimeter area is planned. On the Far East Side, sewer services are likely to be provided by an expansion of CSA #15. This will require enlarging or relocating the existing treatment plant.

Storm Drainage. Urban portions of Stockton are served by a system of underground storm drains which are separate from the sanitary sewer system. Stormwater flows to catch basins or to outfall points along the city's natural drainageways. There are several locations where storm drain catch basins feed into the sanitary collection system. The storm drainage system is generally connected to flood control canals and channels which drain into sloughs of the San Joaquin Delta. Some unincorporated portions of the Stockton community are served by roadside drainage ditches.

Police and Fire. Incorporated portions of Stockton are served by the city police force. Stockton faces crime problems typical of a large urban community, and has considerably greater law enforcement needs than the rest of San Joaquin County. The San Joaquin County Sheriff's Department provides law enforcement services within the unincorporated parts of the county. The California Highway Patrol enforces traffic regulations outside the city.

Fire protection for the residents of Stockton is provided by the City's Fire Department. The department maintains 12 fire stations throughout the Stockton area. In addition, fire protection in some parts of the unincorporated area is provided under contract with three fire districts, Country Club, Eastside, and Lincoln.

Schools. In general, children in Stockton attend one of three principal school districts: Stockton Unified, Lincoln Unified, and Lodi Unified. A smaller fraction of the students attend school in the Linden or Manteca Unified School Districts. Each of these districts is experiencing overcrowding, particularly the Lodi Unified School District which serves the fast-growing areas of north Stockton. Public schools in the Stockton urban area have a current enrollment of over 40,000 students.

Recreation. The City of Stockton maintains three golf courses, a bike/jogging trail along the Calaveras River, and 507 acres of parkland, including 31 neighborhood parks and 16 community parks. The County operates 77 acres of parkland within the Stockton community limits, including seven neighborhood parks and two community parks. The County also owns 509 acres of regional park facilities which serve the Stockton area: Oak Grove Park, Micke Grove Park and Zoo (beyond the community boundaries), and a regional sports complex.

Circulation. Interstate 5 and State Route 99, major north-south freeways through the Central Valley, pass through the city. Major east-west routes which pass through the community include State Routes 4, 26, and 88. Several intersections on the I-5 and S.R. 99 freeways have insufficient design capacities; entrances and exits prohibit safe merging and maneuvering. Although there is a large arterial network through the city, the number of operating arterials will need to double in capacity by the year 2000 in order to accommodate projected growth. A combination of grade-level railroad crossings, inadequate north-south connectors across the waterways, and inadequate lane capacity create long delays along many Stockton thoroughfares.

The community presently suffers from inadequate east-west freeway access, a problem that will be temporarily offset when the Crosstown Freeway (S.R. 4) is completed. Even with this improvement and with others planned along the two existing freeways, growth may outstrip roadway capacity before the year 2010. Among the proposals being discussed to meet these needs are additional bridge capacity across the Calaveras River, new interchanges along the freeways, and a new north-south road on the west side of Stockton.

East-west access problems will be reduced by the improvement of Eight Mile Road to expressway standards, and the extension of Arch-Sperry Road across French Camp Slough to I-5. Ingress and egress to Eight Mile Road should be limited as frontage parcels are developed. To maintain smooth operating conditions and to reduce turn-related delays, commercial uses along the expressway should be accessed by the intersecting north-south streets rather than through curb cuts along Eight Mile Road.

The Arch-Sperry extension will provide a major connection between I-5 and Route 99 on the south side of Stockton. The road must be designed to support the high volumes of crosstown traffic that are projected, as well as the local traffic generated by development that is planned along this thoroughfare. Coordination of land use and transportation planning along this road segment is critical.

In addition to the road network, Stockton relies on the movement of goods via railroads, airways, and waterways. Based on the large amount of rail traffic into and out of the city, Stockton is clearly one of the major railroad shipping transfer centers in central California. The Stockton Metropolitan Airport, located southeast of the city, operates a substantial amount of air freight activities for the industrial use in the city. Stockton is on the AMTRAK route and has rail connections with the Bay Area, Sacramento, and the southern San Joaquin Valley. Finally, Stockton has a major deepwater port serving the Central Valley.

4. 2010 Land Use Map

Assumptions

1. Growth in the Stockton community will occur both through annexation and through continued development within the county in those areas designated for urban services.
2. Development on the east side of Stockton will be constrained in the short-run by fragmented parcel ownership, flooding, and a lack of urban services. Drainage and urban service improvements by the city and CSA #15 will enhance this area's development potential in the long-run.

Community Plan 2010 Map. The Community Plan 2010 Map for the Stockton community (available separately) are large oversized maps which accompany this document. Four maps comprise the community. The maps consider the local planning factors, assumptions, and local community development policies, as well as countywide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

The County Plan for the Stockton community sets forth policies which provide direction for land use decisions during the next two decades. The Plan assumes that the metropolitan area will experience moderate but steady growth during the planning period, with continuing pressure to urbanize the city fringe, particularly in the north. Second, the Plan assumes that the demand for housing will remain strong.

The Plan incorporates the land use recommendations of the city's general plan, except in unincorporated areas that are already committed to development and on the Far East Side. Unincorporated areas already committed to development have been designated based on their existing general plan designations. Land on the Far East Side has been designated for urban density uses rather than rural or agricultural uses. This change reflects: (1) the limited viability of agriculture in this area, which consists of small parcels and intensifying rural residential uses, and (2) the anticipated extension of urban services to this area by CSA #15.

The land use plan directs most of the city's growth to the areas north of Bear Creek and Morada Lane to Eight Mile Road, east of the Southern Pacific Tracks to the community of Morada, west of I-5 and north

of the Calaveras River to Ten Mile and Mosher Sloughs, west of I-5 south of the French Camp Slough (Weston Ranch), and east of State Route 99 to the Lagorio and White Lane Areas. Designation of these areas for growth is consistent with past trends and with the growth assumptions made by the purveyors of public services in the Stockton area. Areas north and west of the city are expected to grow faster than those to the east. Nearly 5,000 acres of recently annexed land is already committed to development; much of the city's growth during the next 20 years is expected to occur in this area.

Although the county plan recognizes the ongoing trend of northerly growth in Stockton, it encourages a shifting of future development to vacant parcels on the east side. Urban service extensions to this area will increase its potential for development. The plan also encourages development to the south of the city, particularly around the community of French Camp (covered elsewhere in this chapter), which should be positively impacted by the new Weston Ranch development. With the exception of the Far East Side, new development in the Stockton community should be served by the City of Stockton rather than new county service areas.

The Plan assumes that Stockton's eastward growth will result in the provision of urban services to many areas that are now developed with rural residential housing on wells and septic tanks. Some of these areas may evolve from rural to urban as new improvements are put in place. Other areas, including the rural neighborhoods of Lagorio Road and White Lane, are likely to retain their rural character as Stockton expands. Lagorio Road and White Lane will form the eastern edge of Stockton's urban area by the buildout year of the general plan.

General Plan Policies Specific to Stockton

1. Annexation by Stockton shall be required for development on any property lying north of the Calaveras River within the Stockton community boundary.
2. Any major development east of State Route 99 and the Stockton Diverting Canal shall require preparation of a specific plan.
3. Vacant land in the Far East Side area designated on Figure X.B-1 shall remain in A-U zoning until urban services are available to support development.

C. FRENCH CAMP

1. Background

French Camp is located approximately 4 miles south of downtown Stockton. French Camp Slough forms the northern boundary of the community area and Interstate 5 forms the western boundary. Airport Way and Roth Road border the east and south boundaries, respectively. The French Camp community covers almost three square miles of land.

French Camp is the oldest settlement in San Joaquin County. In 1827, trappers from Fort Vancouver discovered what seemed to be a limitless number of beaver in the area. By 1832, hunting treks were made annually to the area. The town remained a suitable hunting ground until 1845, when disease and a decline in beaver population halted the treks.

By this time, the town was popular among Mexican-Californians, and received the title "El Campo de los Franceses," or French Camp. In 1844, the second largest land grant ever provided by the Mexican government, totaling 48,747 acres, was awarded to Guillermo Gulnac and Charles M. Weber. Settled by 1847, French Camp received permanent settlers and began commercial activity.

By 1850, French Camp had two hotels, a general store, a saloon, and freight depot. French Camp Slough, with its high banks and navigable depths, provided transportation for various goods. The Slough also provided transportation when the roads into Stockton were washed out by winter storms. Despite these features, French Camp could not compete with Stockton and did not grow significantly during the late 1800s and early 1900s.

Transportation linkages played a large role in the evolution of French Camp: French Camp Slough became an important water route to nearby Stockton; two railroad companies, Southern Pacific and Western Pacific (now Union Pacific), constructed lines through the community; and the Lincoln Highway, later known as Highway 50, directly linked French Camp to the east coast. These transportation routes increased the town's role as a regional supply center for agricultural activity and service to travelers.

Several county facilities are found near French Camp, including the San Joaquin County Hospital and Jail Facilities. Given French Camp's distinguished history, the community received the California State Historical Landmark designation in 1959.

2. Land Use Profile

French Camp consists of the original townsite just south of the slough, industrial and heavy commercial uses along the two railroads which traverse the town, row crops and orchards intermixed with rural residences, and a large residential area just north of Roth Road. The latter area contains most of the community's population, although the original townsite is perceived as the "center" of the community. The mixture of industrial and residential uses, often existing on adjoining parcels, create a sometimes negative visual image.

The town has a population of about 1,619, with roughly one quarter of the residents living in the original townsite. The townsite consists of five east-west and five north-south streets, small (1/4-acre) lots, commercial uses at the corner of French Camp Road and Ash Street, and the public school. The Southern Pacific Railroad, which forms the western boundary of the townsite, forms the spine of an industrial corridor that extends north into Stockton and south into Lathrop. Agricultural industries and construction-related businesses are predominant along the railroad. These uses also occur along the I-5 frontage road and along Roth Road.

The Union Pacific Railroad defines the eastern boundary of the old French Camp townsite. East of the railroad, the character of the landscape changes, with orchards and row crops replacing the industrial/residential mix. However, there are several rural residences in this area. Most of the residences in the French Camp area actually lie in the vicinity of Watters Road.

Existing land use for French Camp is presented in Table X.C-1 and is illustrated in Figure X.C-1. In 1988, the existing community plan area comprised approximately 1,700 acres. Only 415 acres, or 23 percent of the land had been developed; the remaining land was vacant, farmed, or contained in railroad and highway rights-of-way.

Although the town's industrial uses have a high visual profile, they occupy only about 24 percent of the developed acreage in French Camp and 6 percent of the total acreage. Residential uses are predominant, accounting for 70 percent of the developed acreage and 16 percent of the total acreage. The town has very little local-serving commercial use and a relatively small area in public uses. However, immediately west of the area, the county hospital and jail occupy over 100 acres of land.

About 1,100 acres in French Camp are presently being farmed. Row crops are predominant on the larger parcels, which are generally between 20 and 80 acres, while orchards are predominant on the parcels between 2 and 20 acres.

Table X.C-1: French Camp Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	289	16.0
COMMERCIAL	12	0.6
INDUSTRIAL	101	5.6
PUBLIC/INSTITUTIONAL	13	0.7
PERMANENT OPEN SPACE	4	0.2
AGRICULTURE/VACANT/CONSERV.	<u>1,392</u>	<u>76.9</u>
TOTAL	1,811	100.0

See Introduction (Chapter I) for assumptions.

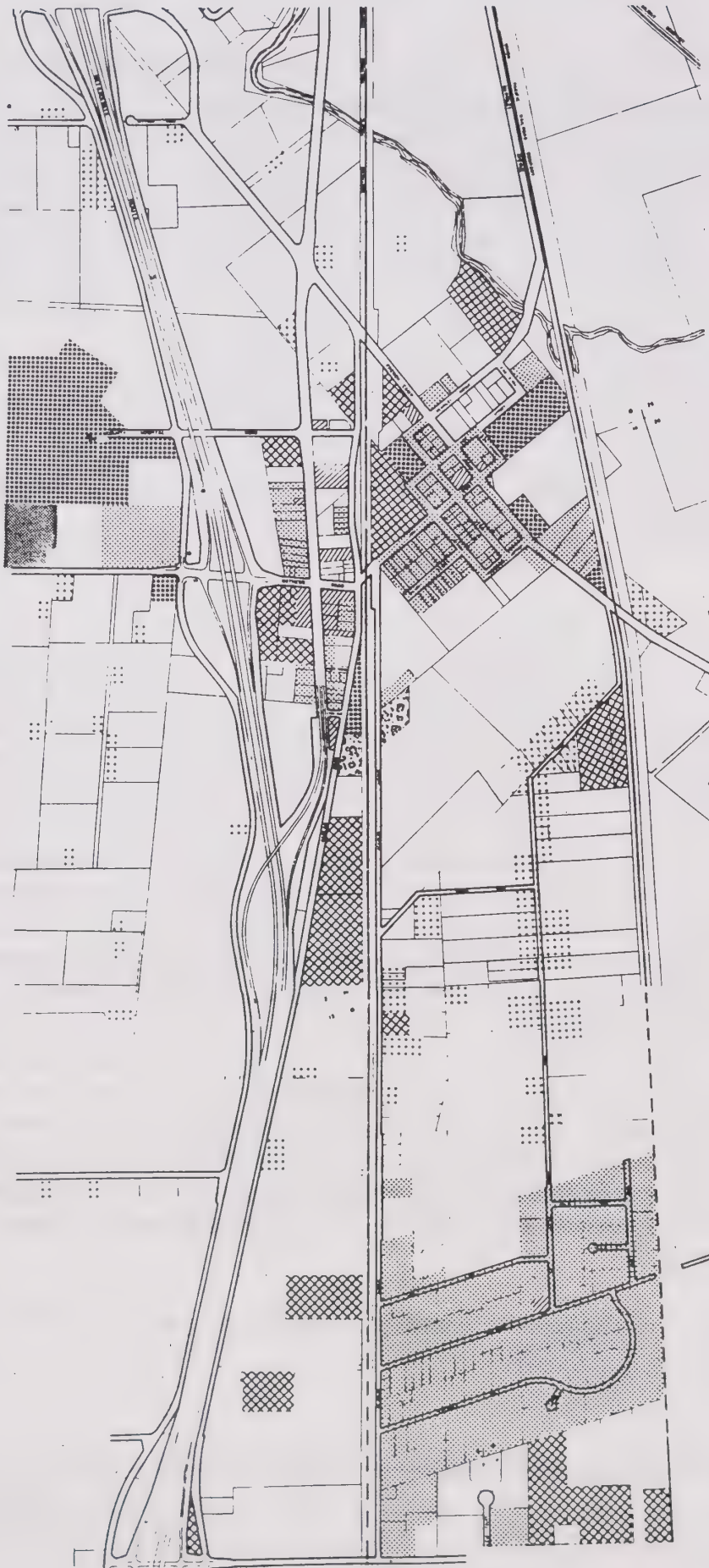
3. Planning Factors

Physical Setting. Land immediately adjacent to the French Camp Slough lies in the flood plain, restricting development in this area. There is also a large area in the northeast section of the community boundary area which is susceptible to shallow sheet flow flooding.

Over 90 percent of the land in French Camp is considered to be prime agricultural soil. This resource would be permanently lost if the planning area was fully urbanized. Although there are no significant biological resources in French Camp, riparian vegetation along the Slough provides habitat for various forms of wildlife. Also, a relatively large Valley Oak woodland is located just north of the Slough, outside the community. Most of the natural vegetation along the Slough east of the Union Pacific Railroad was removed when levee improvements were made.

There are three major noise sources in French Camp: Interstate 5, the Southern Pacific Railroad, and the Union Pacific Railroad. Given the location and orientation of these transportation routes, running north-south through the western, middle, and eastern portion of the planning area, there is a significant and consistent amount of noise within the community. The prevalence of industry, railroads, and the airport have made French Camp less desirable for residential development than areas of comparable distance north and east of downtown Stockton.

Public Services. Public services in French Camp are summarized in Table X.C-2. A brief description of each is presented below.










-  Rural Residential
-  Low-Density Residential
-  Medium-Density Residential
-  Commercial
-  Industrial
-  Public/Semi-Public
-  Cemetery

Figure X.C-1

Existing Land Use-1987

French Camp
 San Joaquin County
 General Plan



0 1000 feet 2000



Table X.C-2: Community of French Camp Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic tanks)
Storm Drainage	None
Police	San Joaquin County Sheriff, CHP
Fire	French Camp Fire District
Schools	Manteca Unified School District

Water Supply and Distribution. Although the county's southern water system, operated by the City of Stockton, serves areas around French Camp, including the Stockton Municipal Airport and the Mathews Road jail and hospital complex, water in town is now supplied through individual wells.

Groundwater quality is a problem in French Camp. Some of the individual wells are contaminated with coliform bacteria. Other wells maintain an unusually high concentration of salt, particularly if they exceed a depth of 300 feet. As a result, many residents use bottled water.

Wastewater Collection and Treatment. Existing development in French Camp is served by septic tanks. While failures are relatively rare, repair can be difficult. As the community becomes more developed and densities increase, a sewer system will become a necessity. Connection to the Stockton regional treatment plant could be explored.

Storm Drainage. There is no existing storm drainage system in the community. A terminal drainage connection into Little John's Creek is available, but would require outfall pumping. French Camp Slough and limited underground piping to the east, as well as on-site ponds, currently provide drainage.

Police and Fire. The San Joaquin County Sheriff's Department provides police protection to the community. The French Camp Fire District, established in 1946, serves a 16 square mile area and has one fire station.

Schools. French Camp is within the Manteca Unified School District. There is one elementary school in town, just north of French Camp Road. New schools will be required to support planned growth in the community.

Recreation. French Camp has no community recreational facilities at this time. The public school provides some recreational amenities, but these are insufficient to support the level of growth planned in the community. Several new parks will be required. In addition, land along French Camp Slough should be dedicated as a linear park as this area is developed.

Circulation. Interstate 5, the western boundary of the community, is the primary means of access to French Camp. The town is served by interchanges at Roth Road, El Dorado Street, Mathews Road, and French Camp Road. El Dorado Street is the town's primary north-south arterial, as well as the principal point of entry to South Stockton from I-5. Airport Way and McKinley Avenue also provide north-south access in the French Camp area. Roth, Mathews, and French Camp Roads provide east-west access.

While the road system is adequate to serve the existing population, it will require major improvements to accommodate projected growth. The town has many grade-level railroad crossings and there is insufficient east-west access south of Mathews Road. Major improvements will be needed at the French Camp interchanges at Interstate 5 and State Route 99.

4. 2010 Land Use Map

Assumptions

1. Development in French Camp will be constrained in the short-run due to the lack of public services such as water, sewer, and storm drainage. These services will eventually be provided, allowing the community to support substantial growth.
2. French Camp is unlikely to be annexed to Stockton by 2010.

Community Plan 2010 Map. The Community Plan 2010 Map for French Camp (available separately) is a large oversized map which accompanies this document. Table X.C-3 presents the proposed acreage in each land use category and Table X.C-4 presents the buildout potential for French Camp. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

French Camp is projected to evolve into an urban community by the year 2010. The community will require water, sewer, and improved storm drainage facilities. A substantial increase in population is projected, requiring new school and park facilities. The development pattern should tie together the various parts of the community, including the old townsite and the Watters rural residential area. As development occurs, the community's railroads, canals, and other manmade features should be used to define neighborhood boundaries and to separate incompatible uses.

General Plan Policies Specific to French Camp

1. Development in the old French Camp townsite should respect the historic character of the community. The townsite's residential character should be retained, with commercial development encouraged west of the Southern Pacific railroad tracks.

General Plan Implementation Specific to French Camp

1. The community plan for French Camp shall be reviewed and revised when public services become available. (Planning)

Table X.C-3: French Camp Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	1,080	59.6	280	800
o Very Low	160	8.8	160	0
o Low	827	45.7	111	716
o Medium	93	5.1	9	84
COMMERCIAL	204	11.3	24	180
o Community	49	2.7	10	39
o General	145	8.0	14	131
o Freeway Service	10	.6	0	10
INDUSTRIAL	379	20.9	103	276
o General	210	11.6	48	162
o Limited	169	9.3	55	114
PUBLIC	78	4.3	8	70
o Schools	78	4.3	8	70
OPEN SPACE	70	3.9	4	66
o Parks	15	0.9	0	15
o Resource Conservation	51	2.8	0	51
o Other	<u>4</u>	<u>0.2</u>	<u>4</u>	<u>0</u>
TOTAL	1,811	100.0	419	1,392

See Introduction (Chapter I) for assumptions.

Vacant Land and Acres Already Developed in 1987.

Table X.C-4: Buildout Potential for French Camp (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	581	700	4,000
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	1,600	1,900	12,300

See Introduction (Chapter I) for assumptions.

D. GLENWOOD

1. Background

Glenwood encompasses about 126 acres around the intersection of Alpine Road and State Route 26, about 3 miles east of Route 99. A total of 400 people reside in this community. Glenwood is characterized by large-lot homesites, orchards, and an elementary school.

2. Land Use Profile

About 90 percent of the land within the Glenwood community boundaries is developed. Housing is the predominant land use, covering about 100 acres in the community. Residential densities average about one dwelling unit per acre, but there is much variation in lot sizes within the community. The residential areas are surrounded by orchards and agricultural land. The Glenwood Elementary School provides a focal point for the community and distinguishes the area from other rural areas on Stockton's east side. Existing land use in Glenwood is shown in Table X.D-1.

There are about 140 housing units in Glenwood. Housing is located along Route 26 and Alpine Road, and along dead-end rural streets feeding into these two roads. Commercial and industrial uses are very limited, together totaling about five acres. Only 9 acres within the community boundaries are undeveloped and available for future development.

Table X.D-1: Glenwood Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	102	81.0
COMMERCIAL	1	0.8
INDUSTRIAL	4	3.2
PUBLIC/INSTITUTIONAL	10	7.9
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>9</u>	<u>7.1</u>
TOTAL	126	100.0

See Introduction (Chapter I) for assumptions.






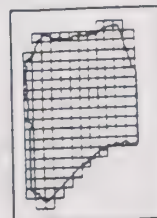
Figure X.D-1

Existing Land Use - 1987

Glenwood

San Joaquin County General Plan

-  Rural Residential
-  Commercial
-  Public



3. Planning Factors

Physical Setting. Glenwood is located on flat, Class I agricultural land. Because of the value of these soils for agriculture, future development should not expand beyond the boundaries of the currently developed area. The community is above the 100-year flood elevation and has relatively few noise or other man-made development constraints.

Public Services. There are no community-wide water, sewer, or storm drainage systems in Glenwood; the area is served by wells, individual septic tanks, and limited-roadside ditches. Fire protection services are provided by the Waterloo-Morada Fire District. The San Joaquin County Sheriff's department and California Highway Patrol provide police protection and traffic law enforcement. Glenwood children attend Glenwood Elementary School and Linden High School, both part of the Linden Unified School District.

Public service provision is summarized in Table X.D-2.

Table X.D-2: Community of Glenwood Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic tanks)
Storm Drainage	None
Police	San Joaquin County Sheriff's Department, CHP
Fire	Waterloo-Morada Fire District
Schools	Linden Unified School District
Other	Stockton East Water District San Joaquin County Flood Control and Water Conservation District No. 9

4. 2010 Land Use Map

Assumptions

1. Glenwood will remain a rural community during the planning period.

Community Plan 2010 Map. The Community Plan 2010 map for Glenwood (available separately) is a large oversized map which accompanies this document. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with the Community Plan for Glenwood as well as with the county-wide General Plan. Table X.D-3 summarizes land use designation

by acreage and indicates the amount of vacant land in each category. Table X.D-4 presents buildout population figures based on the plan.

Glenwood will remain a rural community with very limited services for its residents and surrounding agricultural areas. No expansion is shown on the land use plan. Buildout of the remaining vacant lots will not significantly affect the size of the community's population.

Table X.D-3: Glenwood Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	114	90.5	105	9
o Rural	114	90.5	105	9
COMMERCIAL	2	1.6	2	0
o Rural Service	2	1.6	2	0
PUBLIC	10	7.9	10	0
o Schools	10	7.9	10	0
TOTAL	126	100.0	117	9

Vacant Land and Acres Already Developed are 1987 Figures

Table X.D-4: Buildout Potential for Glenwood (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	143	143	150
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	400	400	400

For the above two tables, see Introduction (Chapter I) for assumptions.

E. MORADA

1. Background

Morada is a 3.5 square mile unincorporated community located about eight miles northeast of downtown Stockton and adjacent to Stockton's urban fringe. The community is bordered by Eight Mile Road on the north, the Calaveras River on the south, and State Route 99 on the west. The community's eastern boundary is less well-defined, following Hildreth Lane to Ashley Lane, and then running northwest to the Central California Traction Company railroad. The Mokelumne Aqueduct runs east-west through the community.

Unlike most of the communities profiled in this document, Morada did not initially develop as a rail-oriented farm community. The community's history is relatively short, and it lacks a historic town center or point of origin. Prior to Morada's emergence as a "community", the area was planted in fruit and nut orchards. Local farmers travelled to Stockton or Lodi for services. Easy access from the Route 99 freeway and close proximity to Stockton led to the subdividing of many orchards during the 1950s, 1960s, and 1970s. Since the area lacked a sewer system, development took place on large lots, often more than an acre in size.

The combination of large lots and dense orchard foliage has made Morada one of the county's most desirable neighborhoods. Much of the area has a rural residential character, an image that has been reinforced by large-lot zoning of the community's vacant land over the last decade. Most of the orchards have now been subdivided to the point where commercial agriculture is no longer feasible within the community.

2. Land Use Profile

Morada is a predominantly residential community of about 2,200 acres. The community has a population of approximately 4,700 people. Figure X.E-1 illustrates the existing land use pattern in the community, excluding the area south of Hammer Lane. Table X.E-1 presents the existing land use profile for the town, including the area south of Hammer Lane. The community has approximately 1,200 single family homes and 580 mobile homes which are contained in four mobile home parks.

The area between Foppiano and Quashnick Roads is approximately 80 percent built out. There are two predominant types of development in this area: subdivisions with central water systems and lots between 10,000 and 20,000 square feet, and subdivisions with private wells and lots between one-half acre and two acres. The latter cover a greater percentage of the land area but contain fewer overall dwellings. The former include Almond Park, Gayla Manor, Morada Acres, Morada Estates, Morada Manor, Shaded Terrace, and Wilkinson Manor.

Residential uses in Morada constitute about 1,200 acres, with commercial uses totaling just 21 acres. Commercial uses are located along the State Route 99 frontage road and are typically freeway-oriented businesses. Morada lacks a major shopping area or major commercial center. The community also has no industry. Public land uses occupy about 20 acres, including Davis Elementary School, Morada Middle School, and two fire stations. The community also has a small neighborhood park.

Table X.E-1: Morada Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	1,074	48.7
COMMERCIAL	16	0.7
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	19	0.9
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>1,096</u>	<u>49.7</u>
TOTAL	2,205	100.0

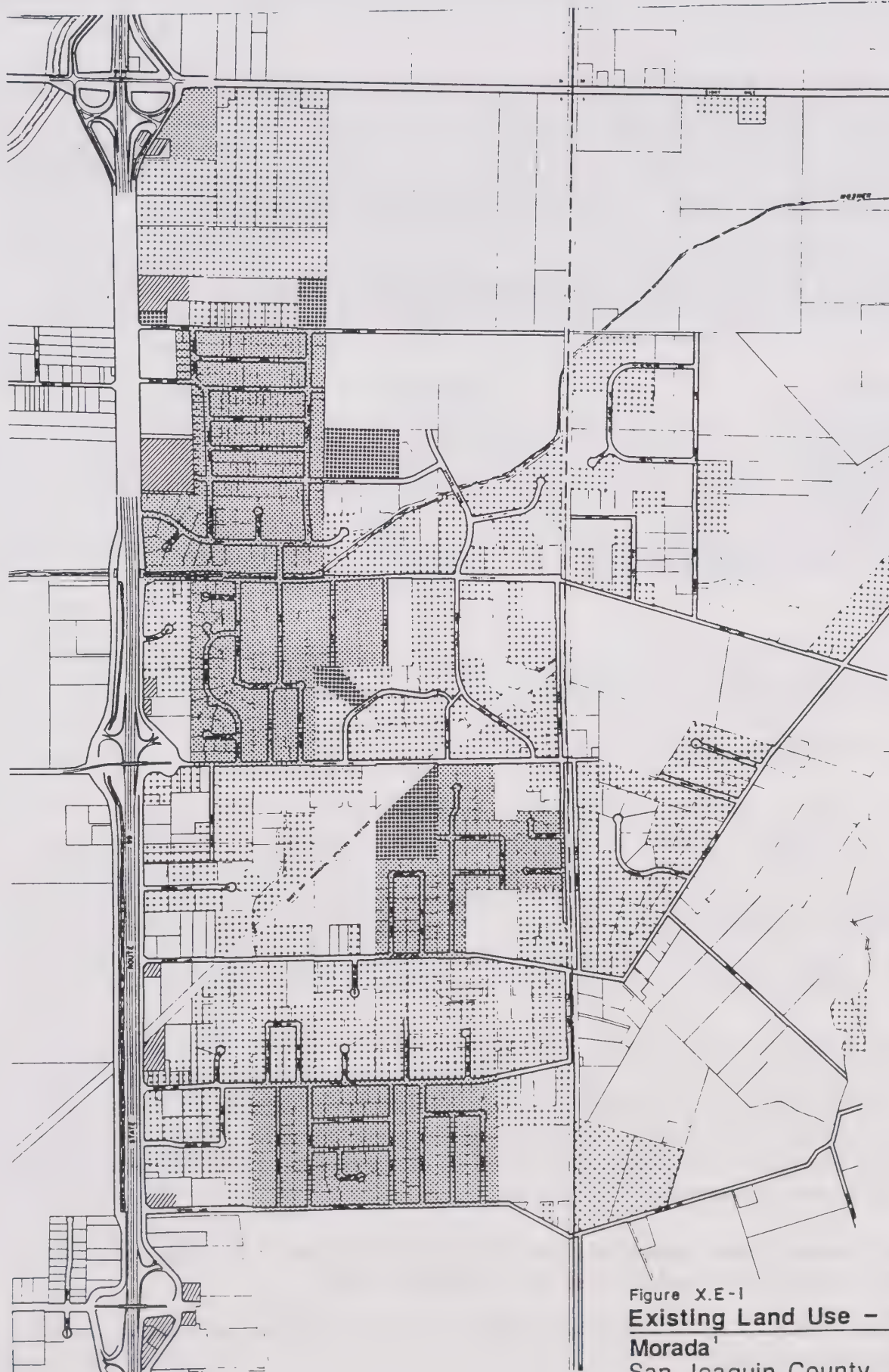
See Introduction (Chapter I) for assumptions.

3. Planning Factors

Physical Setting. Portions of central Morada are subject to 100-year flood hazards. These areas generally lie along the Mokelumne Aqueduct between the Calaveras River and Mosher Slough. The community's soils are Class III; although these are not as fertile as Classes I and II, they are still highly productive and support a wide variety of field and orchard crops. Urbanization of the orchards has made farming impractical in most of Morada. Because of the community's proximity to Stockton, its existing development pattern, and its small parcel sizes, most of the farmland within Morada has been designated for future development. However, lands north and east of the community are to remain in agricultural use.

Morada is subject to noise from the State Route 99 freeway. Although the frontage road provides somewhat of a buffer, the land immediately facing the freeway is poorly suited for residential use. Conversely, the existing neighborhoods of Morada, which are semi-rural and suburban in character, are poorly-suited for higher-density residential development and for commercial and industrial development. Residents of Morada wish to retain the rural character of their community and maintain their identity as a place distinct from Stockton.

Public Services. Public services for Morada are presented in Table X.E-2 and are briefly summarized below. The community is served by ten utility maintenance districts.







-  Rural Residential
-  Low Density Residential
-  Commercial
-  Public/Semi-Public

Figure X.E-1
Existing Land Use - 1987

Morada¹
San Joaquin County
General Plan



0 1000 feet 2000



¹ Only a portion of the community plan area is shown

Table X.E-2: Community of Morada Public Services

<u>Function</u>	<u>Service Provider</u>
Water	County Maintenance Districts
Wastewater	None (septic tanks)
Storm Drainage	County Maintenance Districts
Police	San Joaquin County Sheriff Department, CHP
Fire	Waterloo-Morada Fire District
Schools	Lodi Unified School District

Water Supply and Distribution. Morada has no community-wide water system; the more dense residential subdivisions have their own water supply and distribution systems while the less dense developments are served by individual private wells. The systems are maintained by individual county maintenance districts.

Wastewater Collection and Treatment. All sewage disposal is provided through septic tanks except for the package plants serving the mobilehome parks. Septic system failure is a continuing problem, particularly in the more dense subdivisions where parcels are too small to relocate leach lines. There is no community collection system planned in the short-term, although the area eventually may be served by extensions from the City of Stockton.

Storm Drainage. Morada does not have a community storm drainage system. Some of the subdivisions have independent drainage systems. Terminal drainage will be required for all new subdivisions and may be provided in some of the existing developed areas. However, because existing drainage systems are geographically dispersed, it may be difficult to incorporate them into a community-wide system in the future.

Fire and Police. Fire protection services are provided by the Waterloo-Morada Fire District which has two stations on the edge of town. Law enforcement is provided by the San Joaquin County Sheriff's Department.

Schools. Morada children attend Davis Elementary School, Morada Middle School and Tokay High School, all part of the Lodi Unified School District. Both Morada Middle School and Tokay High School are overcrowded. An additional school may be needed south of Foppiano Lane as the area south of Morada is developed.

Recreation. Morada has one park at this time: Shippee Home Ranch Park. The community's low-density character and proximity to open space meets residents' more passive recreational needs. However, the community lacks a recreation center. Such a facility may be required as growth occurs in the south part of town, particularly if this area is developed at higher densities than the rest of the community. The community's two schools presently provide limited recreational facilities.

Circulation. Morada's circulation pattern reflects the community's origin as an orchard subdivision. East-west rural roads are spaced about a half-mile apart between Hammer Lane and Eight Mile Road. These roads provide access to individual subdivisions, many of which contain a single cul-de-sac or dead-end street. The Route 99 freeway forms the western boundary of Morada. Interchanges at Hammer Lane, Morada Lane, and Eight Mile Road provide access to the community. East of the freeway frontage road, Morada lacks a major north-south circulation route.

4. 2010 Land Use Map

Assumptions

1. The developed portions of Morada will retain their rural residential character. Vacant parcels north of Foppiano Lane will build out at densities comparable to or lower than the existing community.
2. Improvement of the Hammer Lane interchange and extension of Stockton water and sewer services, or development of community water or sewer services, will permit the land south of Foppiano Lane to develop at higher densities than the rest of Morada.
3. Sewer will not be provided to the area north of Foppiano Lane.

Community Plan 2010 Map. The Community Plan 2010 Map for Morada (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table X.E-3. The map considers the local planning factors, assumptions, and local community development policies as well as countywide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

The plan retains the rural residential character of the existing community and reinforces this character by encouraging rural density development on the remainder of the town's vacant land. Urban density development is permitted south of the existing developed area only. Buildout potential based on the proposed plan is shown in Table X.E-4.

General Plan Policies Specific to Morada

1. Any development proposals adjacent to Morada's freeway interchanges shall take into consideration the ultimate plans for the interchange, especially where the need for additional freeway right-of-way has been determined.
2. Land south of Foppiano Lane shall not be developed until improvements to the Hammer Lane interchange have been completed and sewer, water, and drainage systems are available.

General Plan Implementation Specific to Morada

1. The county should continue to merge independent water and storm drainage systems. (Public Works)

Table X.E-3: Morada Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	2,162	95.4	1,069	1,093
o Rural	1,302	57.4	701	601
o Very Low	785	34.6	293	492
o Medium	75	3.3	75	0
COMMERCIAL	71	3.1	37	34
o Community	24	1.1	13	11
o Freeway Service	31	1.4	12	19
o General	16	0.7	12	4
PUBLIC	29	1.3	19	10
o Schools	29	1.3	19	10
OPEN SPACE	5	0.2	0	5
o Parks	5	0.2	0	5
TOTAL	2,267	100.0	1,125	1,142

See Introduction (Chapter I) for assumptions.

Vacant Land Acres Already Developed are 1987 Figures

Table X.E-4: Buildout Potential for Morada (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	1,904	2,300	2,900
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	4,700	5,700	7,500

See Introduction (Chapter I) for assumptions.

F. NOBLE ACRES

1. Background

Noble Acres is a 400-acre community with a 1990 population of 600 residents. It is located at the intersection of Copperopolis Road and Tulsa Avenue, about 2 miles southeast of Glenwood. The community's northern boundary is the abandoned right of way of the Southern Pacific Railroad (SPRR), while Copperopolis Road forms the southern boundary. The community is characterized by large-lot residences and orchards.

2. Land Use Profile

Existing land use in Noble Acres is profiled in Table X.F-1, and the community's land use is depicted in Figure X.F-1. Approximately 222 acres, or 56 percent of the land, is occupied by rural residential uses. This acreage contains 193 single family homes. Approximately half of the community is contained within an old subdivision with lots ranging from 15,000 square feet to 2 acres. Most of the remaining land lies within antiquated subdivisions with lots between one and five acres. There are 160 acres of vacant land in the community. Because of the small parcel sizes, most of this land is not being farmed at this time. Only 2 acres of commercial use exist in the community, and there is no industry.

Table X.F-1: Noble Acres Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	222	55.7
COMMERCIAL	2	0.6
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	0	0.0
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>174</u>	<u>43.7</u>
TOTAL	398	100.0

See Introduction (Chapter I) for assumptions.

3. Planning Factors

Physical Setting. Noble Acres is located on Class III soils and is above the 100-year flood plain. The greatest physical constraint to growth in the community is its proximity to intensive agricultural operations. Development has already limited the feasibility of full-time farming within the community boundaries. To




Figure X.F-1

Existing Land Use -1987

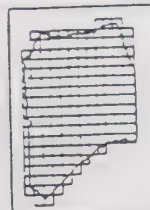
Noble Acres

San Joaquin County General Plan

-  Rural Residential
-  Commercial



0 1000 feet 2000



avoid further encroachment, future development should be contained within these boundaries.

Public Services. There are no community water, sewage or storm drainage system in this area. Water is provided by private wells and residences are served by individual septic tanks. Fire protection is provided by both the Eastside Fire District and the Linden-Peters Fire District. The San Joaquin County Sheriff's Department provides police protection for this unincorporated area. Noble Acres is part of the Linden Unified School District; local children attend Glenwood Elementary School and Linden High School. Table X.F-2 summarizes service provision in the community.

Table X.F-2: Community of Noble Acres Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic tanks)
Storm Drainage	None
Police	San Joaquin County Sheriff's Department, CHP
Fire	Eastside Fire District Linden-Peters Fire District
Schools	Linden Unified School District
Other	Stockton East Water District San Joaquin County Flood Control and Water Conservation District No. 9

4. 2010 Land Use Map

Assumptions

1. Noble Acres will remain a rural community throughout the planning period.

Community Plan 2010 Map. The Community Plan 2010 map for Noble Acres (available separately) is a large oversized map which accompanies this document. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume 1 of the General Plan 2010. All development must be consistent with the Community Plan for Noble Acres as well as with the county-wide General Plan. Table X.F-3 summarizes land use designations by acreage and indicates the amount of vacant land in each category. Table X.F-4 presents buildout population figures based on the plan.

Noble Acres will remain a rural community providing limited services for its residents and surrounding agricultural areas. Residential growth will be limited to buildout of existing vacant parcels at rural densities. This could have the net effect of increasing the community's population to about 800, an

increase of about 60 dwelling units. At buildout, Noble Acres would have approximately 250 dwelling units.

Table X.F-3: Noble Acres Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	397	99.7	223	174
o Rural	397	99.7	223	174
COMMERCIAL	1	0.3	1	0
o Rural Service	1	0.3	1	0
TOTAL	398	100.0	224	174

See Introduction (Chapter I) for assumptions.

Vacant Land and Acres Already Developed are 1987 Figures

Table X.F-4: Buildout Potential for Noble Acres (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	193	200	250
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	600	700	800

See Introduction (Chapter I) for assumptions.

G. BALANCE OF THE PLANNING AREA

About 30,000 acres within the Stockton Planning Area lie outside the boundaries of the five designated communities. With a few exceptions, this acreage is presently in agricultural use. The area also contains a State women's prison, the California Youth Authority correctional center, and two sanitary landfills. The area also contains the County's Mathews Road complex, which includes the County Hospital, the County Jail Facilities, two migrant farm labor housing centers, and the Juvenile Justice Center. Further development outside of the communities is not expected by the year 2010. Accordingly, land has been designated for limited and general agriculture, with resource conservation areas established along the major waterways.

XI. Thornton Planning Area

A. OVERVIEW

The Thornton Planning Area covers 120 square miles in the northwest corner of San Joaquin County. It consists primarily of low-lying Delta islands, sloughs, and large farms. The town of Thornton, a small agriculturally-based community just south of the Sacramento County line, is the only population center in the planning area. The town is the only part of the planning area where residential growth is planned during the next two decades. Table XI.A-1 presents the population and acreage profile for the planning area; Table XI.A-2 presents projected growth.

Development in the remainder of the planning area will be constrained by peat or prime agricultural soils, lack of services and access, and severe flood hazards. General Agriculture and Resource Conservation are the principal land uses planned beyond the Thornton Community Plan Area.

Table XI.A-1: Thornton Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
Thornton	370	800
Remainder of the Planning Area	<u>76,274</u>	<u>1,700</u>
TOTAL	76,644	2,500

Table XI.A-2: Growth in the Thornton Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	2,500	2,400	1,000	1,000	2,100	2,800
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	.5	.3	.6	.3	1.2	.9

B. THORNTON

1. Background

The town of Thornton is located 20 miles northwest of downtown Stockton and is 30 miles south of Sacramento. The Mokelumne River flows from the east and passes along the northeastern side of the community. Nearby waterways are popular destinations for water activities including fishing, boating and hiking. Interstate 5 is Thornton's western boundary. The town is surrounded by agricultural land.

Thornton, originally known as New Hope Landing, was located on the 4,000-acre New Hope Ranch established by pioneer Arthur Thornton in 1855. By 1880, Arthur Thornton operated the local post office, saloon and general store. The town also supported a hotel, livery stable, blacksmith and brick works. Water transportation was available to residents and Arthur Thornton operated a stage ride to the railroad station in Lodi.

In 1904, Thornton donated a right-of-way through his property to Western Pacific Railroad and worked to obtain the rest of the local right of way for the company. For Thornton's efforts, Western Pacific named the rail station and large freight depot for him. The coming of the railroad did not transform Thornton into a "boom town" and little growth occurred until the late 1940's when a large housing complex was completed for farm workers. This project consisted of 105 corrugated metal shacks, each measuring about ten by fourteen feet. The buildings were demolished in the early 1950's and the San Joaquin County Housing Authority's Louie Santini Manor now occupies the site.

A cannery, originally established in 1928, is located east of the railroad tracks and is the only major employer in town. Over the years, a large variety of food has been processed there including peaches, plums, asparagus, onions, tomatoes, potatoes, apples and even Nehi and Hires sodas. During the 1930's and 40's, the cannery operated year round employing 400-500 seasonal workers and 100 full-time personnel. From about 1957 to 1985, the cannery was owned by California Cannery and Growers (Cal-Can) providing employment for 600-800 peak season workers and 200 permanent jobs. Tri-Valley Growers, Inc., the nation's largest canning cooperative, recently purchased the cannery.

2. Land Use Profile

Thornton is a small town with a population of about 800. Although rural in nature, Thornton is considered an urban community because of its size, its region-serving commercial base, its distance from major population centers, and its access to Interstate 5. In addition to the gas station/mini market located along Interstate 5, commercial uses are located along Thornton Road in the town center. The town center is surrounded by a residential area which includes single-family homes and multi-family units.

Existing land use for Thornton is presented in Table XI.B-1 and is shown graphically in Figure XI.B-1. The community plan area measures 370 acres, with about 170 acres of the plan area currently developed. The town is predominantly residential, with housing occupying about 94 acres. In 1990, there were 226 dwelling units in the town of Thornton. About three-quarters of the housing stock consisted of single family homes.

Single-family residences are scattered throughout the town on lots ranging from about 6,000 square feet to several acres each. Medium density housing is concentrated in the area between Manor Drive and Mokelumne Avenue. Mokelumne Manor, an 81-unit project operated by the San Joaquin County Housing Authority, is located in this area. Areas more than a block away from Thornton Road are rural residential in character and contain less than one dwelling unit per acre.

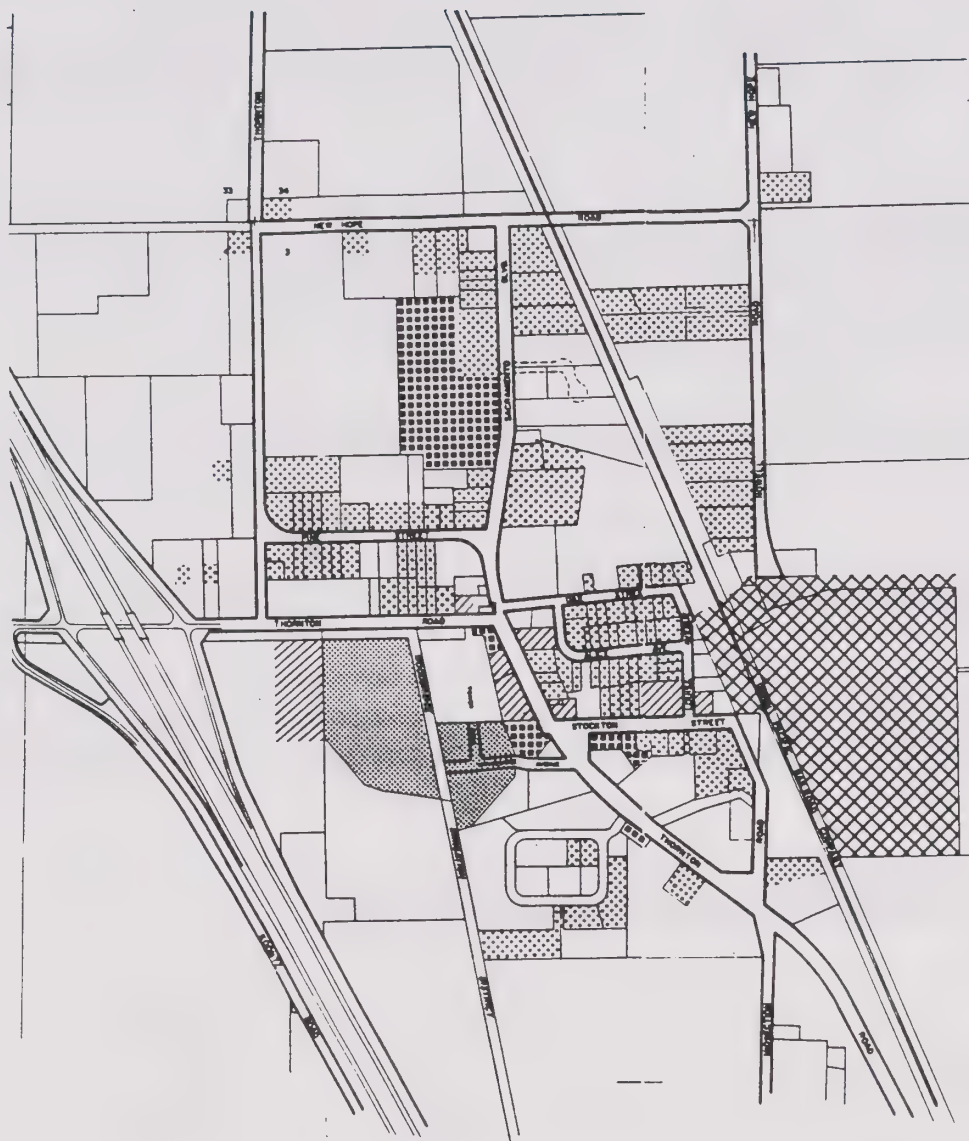
The majority of Thornton's commercial acreage is concentrated in the town center, along Thornton Road. Many of the commercial buildings are vacant or in poor condition. The Tri-Valley Growers cannery is the major industrial use in Thornton; it is located just east of the Union Pacific Railroad line. The cannery occupies about 35 acres. Wastewater treatment ponds east of the plant cover another 20 acres. New Hope Elementary School is the largest single public use, occupying about 8 acres.

If construction of new public facilities (sewer, water, levee improvements, etc.) becomes financially feasible, a revision of the Thornton plan may be considered. The town is centrally located in the Stockton-Sacramento corridor and could attract a larger share of the County's growth if services became available.

Table XI.B-1: Thornton Existing Land Use Profile (Gross Acres)

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	94	25.4
COMMERCIAL	8	2.2
INDUSTRIAL	54	14.6
PUBLIC/INSTITUTIONAL	14	3.8
AGRICULTURE/VACANT/CONSERV.	<u>200</u>	<u>54.0</u>
TOTAL	370	100.0

See Introduction (Chapter I) for assumptions.








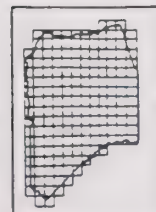
-  Low-Density Residential
-  Medium-Density Residential
-  Commercial
-  Industrial
-  Public/Semi-Public

Figure XI.A-1
Existing Land Use - 1987
Thornton
 San Joaquin County
 General Plan



0 1000 feet 2000



3. Planning Factors

Physical Setting. The most significant natural constraint to development in Thornton is flooding. In February 1986, a levee break on the Mokelumne River flooded the community. A majority of the vacant land in town lies in the 100-year flood plain. Structures can be raised above the 100-year flood elevation in the area east of I-5, but development is considered infeasible in the area west of I-5. The County should work toward 100-year flood protection for the community. All soils are considered prime and are categorized as Class I or Class II. There are no known areas of special biological importance in Thornton but the riparian vegetation along the Mokelumne River is home to numerous wildlife species, including deer.

Public Services. Public service provision in Thornton is summarized in Table XI.B-2.

Table XI.B-2: Community of Thornton Public Services

<u>Function</u>	<u>Service Provider</u>
Water	CSA #12, San Joaquin County
Wastewater	San Joaquin County Housing Authority (Santini Manor), Septic Tanks
Storm Drainage	County is planning a system
Police	San Joaquin County Sheriff's Department, CHP
Fire	Thornton Rural Fire Protection District
Schools	New Hope Elementary School District Galt Joint Union High School District
Other	Woodbridge Irrigation District

Water Supply and Distribution. The town's water is provided by County Service Area #12 which is owned and operated by San Joaquin County. The water system presently consists of two wells each equipped with a 5,000 gallon hydropneumatic system. Tri-Valley Growers cannery owns five wells and an elevated 100,000-gallon water tank. The Tri-Valley Growers system is private and provides water only to the cannery. All seven wells are treated for iron, manganese, and methane gas contamination. At this time, the best way to expand the system would be to treat surface water from the Mokelumne River or to use water from the Woodbridge Irrigation District.

Wastewater Collection and Treatment. Most of the existing development in Thornton relies on individual septic tanks for sewage disposal. The San Joaquin Housing Authority has its own treatment plant and provides sewage disposal for approximately 30 percent of the housing units in town. Operation of septic systems has been a problem because of Thornton's high water table. Thornton does not have a community sewage treatment plant.

Storm Drainage. The community also lacks a centralized drainage system. Because of Thornton's high water table, on-site ponding is a problem. The County is planning a terminal drainage connection to the Mokelumne River. The County has completed Phase I of the Thornton Drainage System. A 60 foot main has been constructed from the intersection of New Hope and Sacramento Roads to the newly constructed pumping plant at the New Hope Bridge. Phase II (construction beginning June 1991) of the Thornton Drainage project will be a storm drain line with catch basins from Pine Street to New Hope Road along Sacramento Road. The lack of public sewage disposal and terminal drainage is a severe constraint to development in Thornton.

Police and Fire. Police protection for Thornton is provided by the County Sheriff's Department. In addition, Thornton has a "community car" program that provides a patrol car in the local area for 10 hours a day. Fire protection services are provided by the Thornton Rural Fire Protection District which has its own station in town. The station is staffed by one paid employee and 25 volunteers. Fire protection services are adequate for current needs. Response time ranges from 3 to 15 minutes. Turn-arounds and address displays have been identified as the major service problems.

Schools. The local elementary school is the New Hope Elementary School which has a current enrollment of 200 students. High School students attend the Galt Joint Unified High School in Sacramento County.

Recreation. The community does not have a park, although the elementary school grounds and the Thornton Library do provide sites for recreational pursuits. A neighborhood park within Thornton should be between five and ten acres and it should be sited to take advantage of existing trees if possible. In addition, a large community or regional park along the Mokelumne River could provide river access for recreational pursuits such as camping, fishing, picnicking, and nature study.

Circulation. Thornton Road, the town's "main street" and primary thoroughfare, is a two-lane rural road which links Thornton with Interstate 5 at an interchange on the west edge of town. A number of collector and local streets feed into Thornton Road and provide access to the town and the surrounding agricultural areas. Traffic patterns are typical of a rural community and are light at this time.

4. 2010 Land Use Map

Assumptions

1. Expansion of the community will not occur until full urban services are available.
2. Thornton will have 100-year flood levee protection within the planning period.

Community Plan 2010 Map. The Community Plan 2010 map for Thornton (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table XI.B-3. The map considers the local planning factors, assumptions, and local community

development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with the Community Plan for Thornton as well as with the county-wide General Plan, including the Community Plans.

Table XI.B-3: Thornton Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	184	49.7	100	84
o Low	151	40.8	72	79
o Medium	33	8.9	28	5
COMMERCIAL	45	12.1	9	36
o Community	5	1.4	1	4
o Freeway Service	34	9.1	3	31
o General	6	1.6	5	1
INDUSTRIAL	119	32.2	54	65
o General	119	32.2	54	65
PUBLIC	8	2.2	7	1
o Schools	8	2.2	7	1
o Other	0		0	0
OPEN SPACE	14	3.8	0	14
o Parks	5	1.4	0	5
o Resource Conservation	9	2.4	0	9
TOTAL	370	100.0	170	200

See Introduction (Chapter I) for assumptions.

Table XI.B-4: Buildout Potential for Thornton (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	233	700	700
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	800	2,200	2,200

See Introduction (Chapter I) for assumptions.

C. BALANCE OF THE PLANNING AREA

More than 99 percent of the Thornton Planning Area lies outside the designated community of Thornton. The area consists primarily of Delta farmland protected by levees, and sloughs used for recreation. Because of environmental and public service constraints, this area will remain in conservation or agricultural use through the year 2010. There are a number of exceptions where other uses will be permitted. A freeway-serving commercial area has been designated at State Route 12 and I-5, a major interchange between Stockton and Sacramento. A commercial recreation area has been designated at an existing marina site at the Bouldin Island bridge on State Route 12. The Lodi wastewater treatment plant, a major public land use, lies within this planning area. There are also two regional parks in this area, Westgate Landing in the Delta, and the I-5 borrow pits near the Lodi treatment plant.

XII. Tracy Planning Area

A. OVERVIEW

The Tracy Planning Area, situated in the southwest portion of San Joaquin County, is geographically the largest of the eleven planning areas in the county. It accounts for 19 percent of the county's land area, or 172,312 acres, and approximately 9 percent of its population, or 42,400 people. Table XII.A-1 presents the acreage and population profile for the Tracy Planning Area. Table XII.A-2 presents anticipated growth.

Tracy is the only incorporated city in the planning area. The area also includes the unincorporated communities of Banta, Chrisman, Lammersville, Vernalis, Stoneridge, and the "New Towns" of Mountain House and New Jerusalem. The remaining area is in agricultural, grazing, or conservation use, with agriculture predominant north of Interstate 580. The Tracy Planning Area has the most diverse topography in San Joaquin County and is the only planning area with mountainous terrain. The eastern slope of the Diablo Range covers about half of the acreage; I-580 follows the toe of the foothills and provides a man-made boundary between the hilly Carnegie/Corral Hollow area and the flat farmland around the City of Tracy.

The Tracy Planning Area has been heavily impacted by growth in the San Francisco Bay region, especially employment growth in the Tri-Valley cities of Livermore, Pleasanton, and San Ramon. Proximity to these job centers and relatively affordable housing have made Tracy one of the fastest growing communities in San Joaquin County. This growth has been facilitated by an excellent transportation network, including three interstate highways (5, 205, and 580), and several major railroad lines. Growth pressures have affected both the city and the rural areas nearby, with a significant amount of large-lot subdivision occurring within the planning area.

Table XII.A-1: Tracy Planning Area Profile - 1990

<u>Community</u>	<u>Acreage</u>	<u>Population</u>
Banta	100	250
Chrisman	233	100
Lammersville	421	900
Stoneridge	94	100
Vernalis	98	25
Mountain House	4,784	300
New Jerusalem	3,225	350
City of Tracy	7,680	33,400
Remainder of the Planning Area	<u>160,461</u>	<u>6,975</u>
TOTAL	177,096	42,400

Table XII.A-2: Growth in the Tracy Planning Area

	<u>Population</u>		<u>Housing Units</u>		<u>Employment</u>	
	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>	<u>1990</u>	<u>2010</u>
Planning Area	42,400	175,000	15,400	62,600	15,300	51,900
San Joaquin County	465,100	808,000	166,300	293,400	182,100	301,000
Planning Area % of Total	9.1	21.7	9.3	21.3	8.4	17.2

B. TRACY

1. Background

Following the construction of the Central Pacific Railroad between San Joaquin County and the Bay Area through the Altamont Pass in 1869, permanent settlement of the Tracy area began. In 1878, a second rail line was constructed to the north, connecting the county with Martinez. In 1887, a third line was extended south from the junction of these two railways, connecting the Bay Area to Los Angeles. In 1882, Southern Pacific established the "Town of Tracy" around the junction of the three lines. The town's strategic location led to early prosperity, and Tracy quickly became an important commercial and service center. The city was incorporated in 1910.

The original plan for Tracy (1883) is of historic interest and has been determined as eligible for National Register recognition. The town was laid out along symmetrical arc-shaped streets on either side of the railroad junction. Many of the buildings in this area are of local historical significance and several are on the National Register.

During the last 50 years, the town's growth has been influenced by three factors. First, the establishment of the massive Tracy Defense Depot during World War II created thousands of jobs and brought many new residents to the area. Second, major agricultural industries, including Heinz and Holly Sugar, located in Tracy after the war, further fueling the city's growth. Third, starting around 1980, escalating home prices and a shortage of developable land in the Bay Area have caused a second and even more significant wave of growth in Tracy. Although the town remains an important agricultural processing center, new housing has been the city's most significant product during the 1980s.

In 1959, the City of Tracy adopted its first General Plan. This Plan was revised in 1970, in response to concerns about the rate of growth in the area and to include state-mandated General Plan Elements regarding Noise and Seismic Safety. A third plan was prepared in 1982. Because of the city's rapid growth and tremendous real estate speculation on the fringes of Tracy, the city began updating this plan in 1991.

2. Land Use Profile

In 1990, the incorporated limits of Tracy included about 12 square miles of land and about 33,373 people. The city has gained more than 10,000 residents during the 1980s, and has tripled in land area since 1960. Consequently, much of the city has the character of a new town, with hundreds of new homes similar in size and style, relatively sparse landscaping, broad arterial streets, new public facilities, and community shopping centers at key intersections.

The central business district, focused on Central Avenue and the intersecting railroads, has retained its retail and service function and remains the town's historic center. The town plan of 1883 oriented development around the arcs of the railroad junction, establishing industrial uses in the triangular wedges between the railroads, commercial uses on an axis bisecting the railroads, and residential neighborhoods on either side of the axis.

Tracy's growth during the early part of this century was to the north of the original townsite, following a rectangular grid of local streets between Tracy Boulevard and East Street and extending north to Grant Line Road. East Eleventh Street emerged as a major tourist commercial strip during the 1930s. The diners, gas stations, and drive-ins built on the strip during the pre-freeway period provide a distinct contrast to the newer parts of Tracy and add to the city's overall character. Tracy's residential growth during the post-war period was primarily to the west and south of the city. Major industrial uses, including Heinz and Holly Sugar, located in the northeast part of the city.

The unincorporated fringe of Tracy includes a number of rural residential and industrial areas, some adjacent to the city limits and others separated from the city by productive farmland. Although vacant land has generally been annexed to the city as it developed, these outlying areas were subdivided before services could be provided by the city. Most of these subdivisions were designed as "country" or rural estate developments and were not intended to become part of the city. However, some lie in the growth path of Tracy and are likely to be absorbed by the city by the year 2010. Although they may retain their distinct rural character, they will function more as Tracy neighborhoods than as independent rural communities.

Unincorporated areas in the Tracy area are described below:

Larch-Clover. The Larch-Clover area encompasses about 300 acres immediately north of the Tracy city limits between Corral Hollow Road and Tracy Boulevard. The area consists of homes on lots averaging

between one and four acres in size. The development pre-dates the subdivisions on the north side of Tracy and has become out of character with the higher density neighborhoods within the city. A combination of factors, including extension of city water to this area, high visibility from I-205 (which bisects the area), and the designation of a nearby site for a regional mall, suggest that redevelopment of Larch-Clover at higher densities may occur by 2010. Sewer and drainage improvements will be required before this can take place. North of Larch-Clover, the unincorporated area includes vacant farmland on tracts ranging from 5 to over 600 acres.

West of Tracy. With the exception of Lammersville, there has been very little rural development west of the city. Most of the land is still in row crops on tracts of 40 to 320 acres.

Mountain View. Southwest of Tracy and adjacent to the city limits, the Mountain View area contains about 75 homes on lots averaging about an acre in size. This rural neighborhood is already being surrounded by urban-density development in the city, but is likely to retain its low-density character.

Airport Area. Agriculture is still the predominant land use in the unincorporated area around the Tracy Municipal Airport. However, some industrial development has taken place along Linne Road, older rural housing exists along Corral Hollow and Valpico Roads, and there is extensive aggregate mining to the east of the airport. The quarries are a visual landmark south of Tracy and limit the suitability of adjacent areas for future residential use.

Valpico. Southeast of the city, the Valpico area contains the largest concentration of rural housing in the Tracy community. About 250 acres have been subdivided into lots ranging from one-half acre to two acres, with some of the most expensive housing in the Tracy area developed here. Parts of Valpico are served by community water systems, but the housing is not dense enough to make central sewer feasible. Unlike Larch-Clover, the current level of urban services is expected to remain the same, and the area is projected to retain its rural residential character.

East of Tracy. The Tracy Defense Depot occupies a 450-acre site in the county northeast of Valpico. The balance of the land east of the city limits is in large-acreage farms, with the exception of commercial development along Eleventh Street and a handful of residential lots south of this area and along MacArthur Drive.

3. Planning Factors

Physical Setting. Prime agricultural soils surround Tracy on all sides, with the most productive soils generally located southeast of the city. The city's plan generally encourages growth to the west, where row crops rather than orchards are prevalent.

Tracy also contains some of the highest-grade gravel and aggregate resources in San Joaquin County. These resources, which are located south of the city, have been only partially tapped at this time. The

land use plan should accommodate further conservation and extraction of aggregate by directing future growth away from resource areas and by encouraging compatible land uses on parcels adjacent to proposed resource extraction areas. This factor further supports the westward expansion of the city's residential areas and southward growth of industrial uses.

Growth north of I-205 is constrained by flood hazards along Tom Paine Slough and Old River, both part of the San Joaquin River Delta. Other constraints to development are minor and are primarily man-made. These include noise levels along the railroad and major transportation routes, odors downwind of the sewage treatment plant and some of the city's industrial areas, and land use compatibility problems around the Tracy Airport.

Public Services. Public services in Tracy are profiled below.

Water Supply and Distribution. The City of Tracy owns and operates its own water system, with water supply originating from local wells and an entitlement from the Delta-Mendota Canal. The water treatment plant, built in 1979, is located near the Tracy Municipal Airport, south of town. The present system does not require pumping, except at individual well sites and at the treatment plant.

The unincorporated areas on the periphery of Tracy receive public water from the city, county service districts, or private wells. Larch-Clover receives city water, and Valpico is served by County Service Area #44 and the Maurland Manor Maintenance District. A portion of Mountain View is served by the Corral Hollow Public Improvement and Street Lighting Maintenance District.

Although the Delta-Mendota Canal entitlement is 10,000 acre-feet per year, the treatment plant is only capable of processing 7,000 acre-feet. Additional capacity is needed to service projected growth, possibly through a combination of groundwater and treated water from the Canal. However, this approach is limited by the high Total Dissolved Solids (TDS) and sulfate levels found in local groundwater. Given the projected growth, the treatment plant and storage capacity will need to be expanded. The distribution system will also need to be expanded, with service extended to new areas as development occurs.

Wastewater Collection and Treatment. Tracy's wastewater collection system is comprised of gravity and pumped flow from three different systems: one domestic and two industrial. Plans have been prepared to expand the sewer treatment plant, located in the northeast portion of the city, from an existing capacity of 6 mgd to 9 mgd. This expansion will be financed by Sewer Assessment District 84-1. The District was established to serve 2,140 acres of residential and industrial land to the east and south (annexed in 1982 as the Tracy Industrial Areas Specific Plan area). There are four trunk sewer lines serving the city following Tracy Boulevard, Grant Line, Eastside, and Corral Hollow Roads. There are six existing lift stations, concentrated primarily in the northern portion of the city.

Development in the unincorporated areas, including Larch-Clover, Mountain View, and Valpico, is served by individual septic systems.

Storm Drainage. Tracy generally slopes from south to north. Obstructions to overland flow, such as railroads, cause water to flow into two open channels on the city's northeast and northwest sides. A network of storm drains and catch basins within the city feed into the channels. Although these facilities function well in most parts of the city, some areas (especially on the south side) are inadequately served and experience flooding during winter rains. In 1982, the city developed a Storm Drainage Master Plan which identified the improvements needed to reduce these problems. Drainage is generally not considered a constraint in Tracy, but development of some parcels, including the Larch-Clover Area, cannot proceed until components of the improved drainage system are in place.

Police and Fire. City police and fire departments service the incorporated portions of Tracy, while the County Sheriff's Office, California Highway Patrol, and Tracy Rural Fire District service the unincorporated areas. The city fire department has three stations, two of which were built during the 1980s. The rural district has four stations and serves an area of 200 square miles.

Schools. Elementary and middle school children attend schools in the Tracy School District, while children in high school attend schools in the Tracy Joint Union High School District. The districts administer seven elementary schools, two middle schools, one high school, and one continuation high school. These two districts project construction to begin on four additional elementary schools within five years, two middle schools within three years, and one high school by next summer. Residents south of Valpico Road are served by the Jefferson Elementary School District and the Tracy Joint Union High School District. Additional schools will be required in newly developing parts of the city.

Recreation. The city maintains about 80 acres of parkland within the incorporated area. Additional parkland is needed to serve the substantial residential growth that occurred in the 1980s. The county is considering a new regional park site north of the city on Old River at the end of MacArthur Boulevard. The city is planning a new community park on a 55-acre site east of the city along 11th Street. The city will also need to provide neighborhood parks in areas yet to develop.

Circulation. Tracy is bordered by three major transportation corridors linking the San Joaquin Valley, the Bay Area, and Southern California. Given the three freeways which frame the city, Tracy has excellent locational advantages. The city is served by four interchanges from I-205, two interchanges from I-5, and two interchanges from I-580. The high volume of Bay Area-bound traffic creates peak-hour congestion on I-205, a problem which will require the addition of new freeway lanes before the year 2010. Two major lines of the Southern Pacific Railroad, as well as the Union Pacific Railroad, also cross the city.

4. 2010 Land Use Map

Assumptions

1. Depletion of some aggregate resources will occur prior to 2010 and portions of the excavated areas will be reclaimed for residential development.

Community Plan 2010 Map. The Community Plan 2010 Map for the Tracy community (available separately) are large oversized maps which accompany this document. Two maps comprise the community. The maps consider the local planning factors, assumptions, and local community development policies, as well as countywide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the community plans.

Growth pressures in the Tracy area probably exceed those of any community in San Joaquin County. The escalation of land prices in the Livermore Valley, and the employment boom "over the hill" in developments like Bishop Ranch and Hacienda Business Park, have triggered a surge of land speculation in the triangular area bounded by Interstates 5, 205, and 580.

To reduce impacts on agricultural land and provide adequate services for new development, the Plan provides for growth adjacent to existing areas of development. The supply of vacant land within the areas planned for development is more than sufficient to accommodate projected growth during the next two decades. As growth occurs in the Tracy urban community, sewer, water, and storm drainage services should be provided by the City of Tracy. The creation of new county service areas and proliferation of independent sewer and water systems will not be permitted.

In addition, future rural residential development should be permitted only in those areas where it is currently the predominant land use. The square mile Valpico area is the only case where substantial rural subdivision would be permitted. Development around Lammersville should occur only when city services are available to serve development more dense than rural residential.

Given Tracy's projected population in the upcoming years, the County Plan provides for an increasing share of the employment and housing needs of future residents in the Tracy area. The land use plan encourages residential growth to the west of the city, and industrial growth on the south and east. To mitigate the increase in population, the plan recommends increases in the density of residential development so that farmland is not unnecessarily converted to urban use. Future industrial areas have generally been located in areas adjacent to aggregate resources, and in areas where industry is currently the prevailing land use.

In 1987, the city initiated a development feasibility study for the Interstate 205 (I-205) Corridor. This study recognized the rapid growth rate in Tracy and provided guidelines for directing growth into the northern part of the city along I-205. Because the freeway-fronting lands are highly visible and readily accessible,

they are a logical location for new development adjacent to the city. The study recommends intense development of the area, with the expansion of infrastructure.

The County, as a result of discussion with city staff, is using the study as a basis for planning along I-205. Among the land use changes expected in the I-205 corridor are redevelopment of the Larch-Clover area and construction of a regional mall. These changes should be reflected in the city's new general plan, which is undergoing revision. Upon adoption of this plan, the county plan may need to be revised to reflect the land use changes recommended by the city.

General Plan Policies Specific to the Tracy Area

1. New rural residential development areas shall not be established in the Tracy Planning Area.
2. All portions of the Tracy Urban Community designated for development, except those areas designated for rural residential land use, shall receive public water and wastewater treatment services from the City of Tracy.
3. When areas of aggregate resources are depleted, the General Plan will be amended to designate the areas for other land uses.

C. BANTA

1. Background

Banta, originally the location of a gold rush stage stop, is a small unincorporated agricultural community located 4 miles east of downtown Tracy. Before the establishment of Tracy, Banta was the chief town on the west side of the San Joaquin River. The town's founder, Henry Banta, envisioned the community would become a major shipping hub for cattle, sheep, hay, and grain. Banta donated half of his original townsite to the Central Pacific Railroad, thinking the company's new Antioch line would bisect the Transcontinental Railroad on his property. When the Antioch line was located elsewhere, Banta sold the town. The town survived as a small trade and supply center, with its population remaining virtually the same between the 1880s and the 1980s.

Irrigation, first brought to the area in the 1920s, helped realize the agricultural potential of the Banta area. Following the formation of the Banta-Carbona Irrigation District, land around Banta was subdivided into 40-100 acre tracts and was sold to small "truck farm" operators. The town remains the center of a large dairy, fruit, vegetable, and vineyard-growing area, but has long been surpassed by Tracy as the leading population center west of the river.

2. Land Use Profile

Banta is a small community of 105 acres with a population of 350 people. Figure XII.C-1 depicts and Table XII.C-1 presents the existing land use profile for Banta. About one half of the land is in residential use. Dwellings vary from older homes in the southern portion of the community to newer ranch-style homes on larger parcels north of Grant Line Road. There are also a number of mobile homes on lots in the community.

Table XII.C-1: Banta Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	53	50.5
COMMERCIAL	5	4.8
INDUSTRIAL	15	14.3
PUBLIC/INSTITUTIONAL	16	15.2
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>16</u>	<u>15.2</u>
TOTAL	105	100.0

See Introduction (Chapter I) for assumptions.

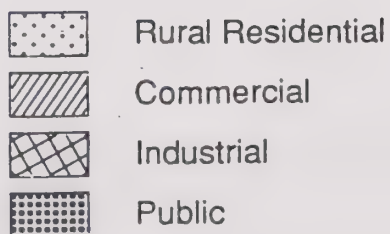
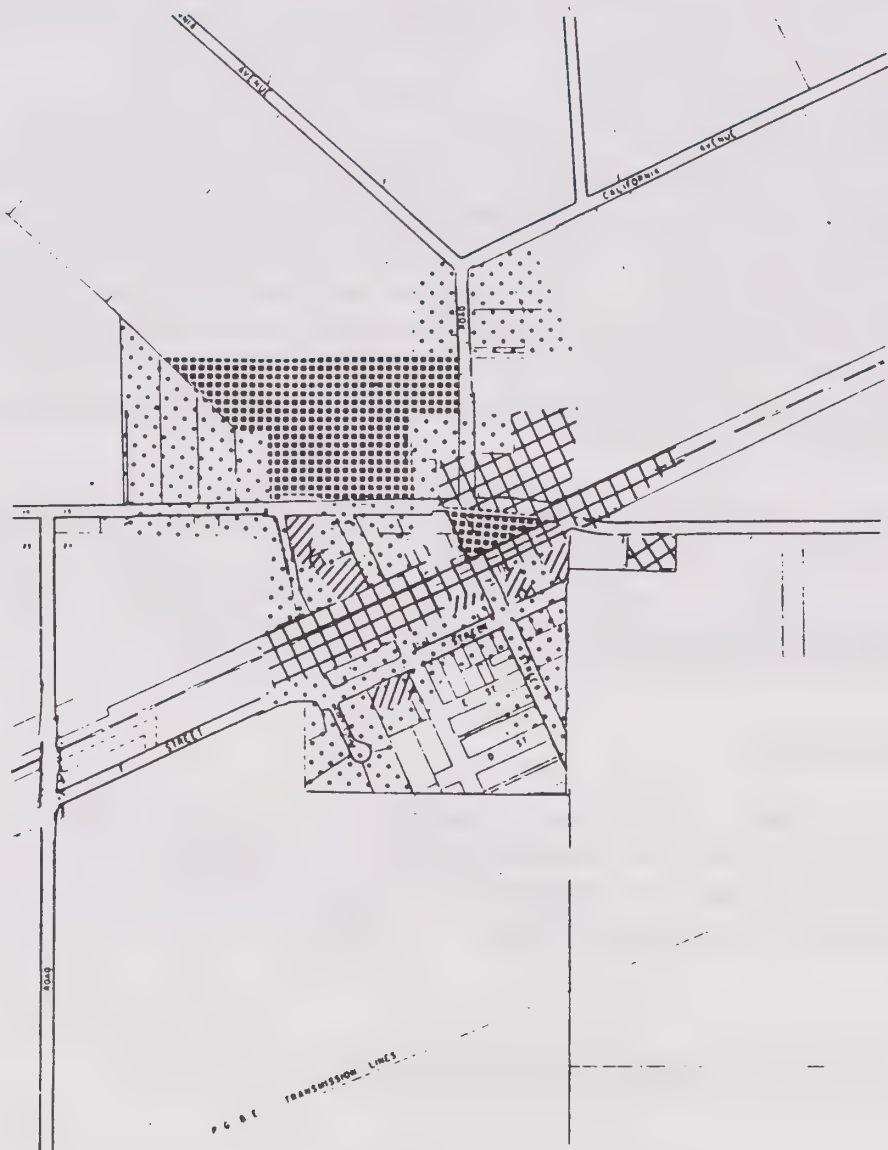


Figure XII.C-1

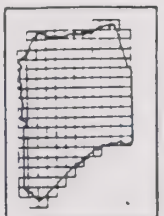
Existing Land Use - 1987

Banta

San Joaquin County General Plan



0 1000 feet 2000



The community's land use pattern has been heavily influenced by the Southern Pacific Railroad, which bisects the town. Approximately 15 acres of industrial use, namely, farm chemical and equipment storage areas and a trucking terminal, border the railroad. Commercial uses are clustered around the Grant Line Road crossing of the railroad tracks. These uses include a general store, a bar, repair shops, and a seed company. Although the town's businesses primarily serve Banta residents and the local farm community, some serve the larger Tracy market as well.

Banta's residential areas are located on either side of the railroad tracks, with most homes on streets running parallel or perpendicular to the railroad. Lots in the original townsite are typically 5,000 square feet, but most of the homes are built on merged lots up to one acre in size. Some of the lots include both residential and commercial uses, especially along the railroad. North of Grant Line Road, the lots are larger, generally ranging from one to three acres. Land surrounding Banta is in agricultural use, with parcels ranging from about 5 to 300 acres.

About 10 acres of land in Banta is in public or institutional use, including a post office, a fire station, and an elementary school. Only about 10 acres in the community are vacant.

3. Planning Factors

Physical Setting. Banta is located on Class I and II prime agricultural soils; expansion of the community beyond its existing boundaries would generally have a detrimental impact on farm operations adjacent to the town. Although land to the north and east of the community is considered non-prime, it is irrigated and is intensively farmed. Furthermore, these lands are in the 100-year flood plain of Tom Paine Slough, limiting their suitability for development. Other physical constraints to development in Banta are railroad noise and proximity to an active natural gas field west of town.

Public Services. Public services in Banta are summarized in Table XII.C-2. A brief description of each is presented below.

Water Supply and Distribution. Water is supplied through about 100 private wells. Water quality testing has revealed a high concentration of nitrates in some wells. Expansion of the community is limited by the lack of a central water system and the absence of adequate funds to build such a system.

Wastewater Collection and Treatment. Banta has about 100 individual septic systems. These systems have experienced problems associated with high ground water problems. Moreover, some of the lots in the older parts of Banta are too small for co-existing septic tanks and wells. Lack of a public sewer system prevents the expansion of the community.

Storm Drainage. There are no significant storm water drainage facilities in Banta. Currently, drainage is handled by either county maintained roadside ditches, private ponds, and/or dry wells. High ground

Table XII.C-2: Community of Banta Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic tanks)
Storm Drainage	San Joaquin County Public Works
Police	San Joaquin County Sheriff's Department, CHP
Fire	Tracy Rural Fire District
Schools	Banta Elementary, Tracy Joint Union High School District
Other	Tracy Cemetery District Reclamation District 2058 (north of Grant Line Road)

water limits the use of on-site ponds. Terminal drainage would be available at the San Joaquin River if pipelines and lift stations were installed. There are presently no funds and insufficient demand for such a project.

Police and Fire. The San Joaquin County Sheriff's Department provides police protection to Banta. The community is served by the main station of the Tracy Rural Fire District located at the corner of 7th Street and Grant Line Road.

Schools. The Banta Elementary School located on El Rancho Road serves the entire Banta School District. Children in the upper grades attend school in the Tracy High School District.

Recreation. There are no parks in Banta and none are planned. The elementary school provides recreational facilities for community use. Based on the small amount of growth projected for the community, a community park should not be required before the year 2010.

Circulation. Grant Line Road, a rural road connecting north Tracy with Eleventh Street (Business Loop 205), is the primary access road through Banta. Access to I-205 is via MacArthur Drive, 2 miles west, while access to I-5 is via Eleventh Street, 2 miles east. 7th Street and F Street both serve as collector streets within Banta. Traffic volumes in the town are light.

4. 2010 Land Use Map

Assumptions

1. Banta will remain a rural community, providing limited services for the residents and adjacent agricultural areas.

2. Public water, sewer, and storm drainage systems will not be constructed in the community within the planning period.
3. The number of people living in the community will remain stable, with the total population increasing only slightly over the next 20 years.

Community Plan 2010 Map. The Community Plan 2010 map for Banta (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table XII.C-3. Table XII.C-4 illustrates the buildout potential for the community. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, as well as with the Community Plans.

The General Plan 2010 boundary includes only those areas that are presently developed, or which have been shown for development in past plans and which still appear to be suitable for development. During the planning period, growth will be limited to existing vacant lots within the community. Unless Banta's public services are improved, further growth is not possible.

Table XII.C-3: Banta Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	58	55.2	51	7
o Rural	58	55.2	51	7
COMMERCIAL	21	20.0	12	9
o Rural Service	21	20.0	12	9
INDUSTRIAL	16	15.3	16	0
o Limited	16	15.3	16	0
PUBLIC	10	9.5	10	0
o Schools	<u>10</u>	<u>9.5</u>	<u>10</u>	<u>0</u>
TOTAL	105	100.0	89	16

See Introduction (Chapter I) for assumptions.

Vacant Land and Acres Already Developed are 1987 Figures

Table XII.C-4: Buildout Potential for Banta (Gross Acres)

	1990 Existing <u>Dwellings</u>	2010 <u>Dwellings</u>	Buildout Total <u>Dwellings</u>
RESIDENTIAL	118	118	118
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	350	350	350

See Introduction (Chapter I) for assumptions.

D. CHRISMAN

1. Background

The rural community of Chrisman is located immediately south of Interstate 580 at the Chrisman Road/State Route 132 intersection, approximately 7 miles south of downtown Tracy. The community includes the Tracy Golf and Country Club and the adjacent subdivisions of Par Country Estates and Hillside Greens. The Hetch-Hetchy Aqueduct bisects the community, while the California Aqueduct (Delta-Mendota Canal) lies 0.5 miles to the north.

The General Plan 2010 marks the first time Chrisman has been recognized as a rural community. The community has been developing since 1955, when the golf course was first established. Expansion of the golf course and completion of the I-580 freeway enhanced the area's growth potential in the mid-1960s. Commercial freeway zoning was approved in 1968, with subdivision approval for Par Country Estates following ten years later. Hillside Greens, the most recent project in the area, was approved in 1986.

2. Land Use Profile

Chrisman is a rural-residential enclave, providing a country living environment within easy commuting distance of Modesto, Tracy, and the Livermore Valley. The area's proximity to the freeway, the Diablo range foothills, and the golf course have made Chrisman a popular alternative to the more dense subdivisions within Tracy. The 18-hole golf course is the focal point of the community, encompassing over 100 acres and providing the backdrop for most of the residences in the area. The golf course spans both sides of I-580 and straddles the Hetch-Hetchy Aqueduct as well.

Adjacent to the golf course, there are about 60 acres of rural residential development in the two subdivisions. Par Country Estates contains 36 homes on lots averaging 1.5 acres in size. Hillside Greens contains 14 new homes, built on much smaller lots (6,000 square feet). Chrisman had a population of 150 people in 1990.

Existing land uses in Chrisman are profiled in the following table and figure.

3. Planning Factors

Physical Setting. There are many constraints to expansion of Chrisman beyond the final phases of Hillside Greens. Chrisman is a known habitat area for the San Joaquin Kit Fox, an endangered species; it lacks a good potable water supply; is considered prime agricultural land; and is located adjacent to the Black Butte earthquake fault. The community is also constrained by I-580; in addition to being a source of noise, the freeway is a designated scenic highway.

Table XII.D-1: Chrisman Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	66	28.4
COMMERCIAL	0	0.0
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	0	0.0
PERMANENT OPEN SPACE	150	64.3
AGRICULTURE/VACANT/CONSERV.	<u>17</u>	<u>7.3</u>
TOTAL	233	100.0

See Introduction (Chapter I) for assumptions.

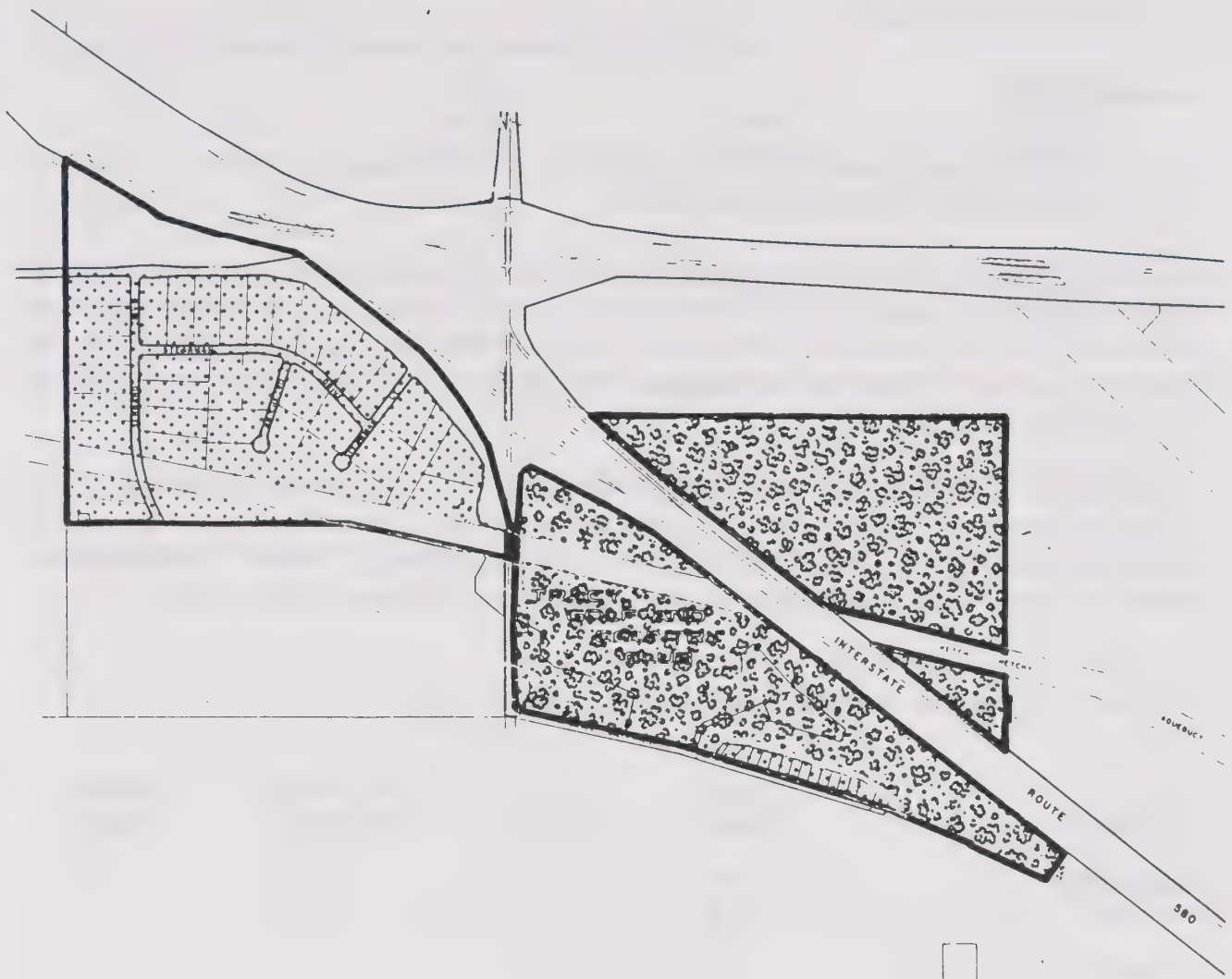
Public Services. Water is provided to Par Country Estates by County Service Area #16, which is administered by the County Public Works Department. The water system contains two wells, of which only one is operational. Hillside Greens is served by a new well that is interconnected to the CSA #16 system. Nitrate pollution of the groundwater has been reported in the area. Wastewater is disposed through individual septic tanks. Storm drainage is provided by CSA #16 and consists of pipes, drainage ponds, natural swales, retention ponds, and catch basins.

Chrisman is served by the San Joaquin County Sheriff's Department, the Tracy Rural Fire District, and the Tracy Joint Union School District.

Table XII.D-2 summarizes the purveyors of public services in Chrisman.

Table XII.D-2: Community of Chrisman Public Services

<u>Function</u>	<u>Service Provider</u>
Water	County Service Area #16
Wastewater	None (septic tanks)
Storm Drainage	CSA #16
Police	San Joaquin County Sheriff's Department, CHP
Fire	Tracy Rural Fire District, California Department of Forestry
Schools	Jefferson Elementary, Tracy Joint Union High School
Other	Tracy Cemetery



Rural Residential

Golf Course

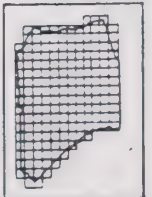
Figure XII.D-1

Existing Land Use - 1987

Chrisman
San Joaquin County
General Plan



0 1000 feet 2000



4. 2010 Land Use Map

Assumptions

1. No further development will occur in Chrisman, with the exception of the Hillside Greens subdivision, which will build out as planned.

Community Plan 2010 Map. The Community Plan Map for Chrisman (available separately) is a large oversized map which accompanies this document. The plan considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

Due to the lack of public services and facilities, Chrisman will remain a rural community, with a slight increase in population as the remaining vacant lots are developed. Table XII.D-3 identifies the acreage in each land use category, and the amount of vacant land in each category. Table XII.D-4 estimates the development potential of the vacant land and presents a buildout population estimate for the community.

Table XII.D-3: Chrisman Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	73	31.3	66	7
o Rural	73	31.3	66	7
COMMERCIAL				
o Rural Services	10	4.3	0	10
OPEN SPACE	150	64.4	150	0
o Other	<u>150</u>	<u>64.4</u>	<u>150</u>	<u>0</u>
TOTAL	233	100.0	216	17

See Introduction (Chapter I) for assumptions.

Vacant Land and Acres Already Developed are 1987 Figures.

Table XII.D-4: Buildout Potential for Chrisman (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings¹</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	51	80	80
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	150	250	250

¹Density exceeds 0.5 units per acre because the vacant acres lie within an approved subdivision.

See Introduction (Chapter I) for assumptions.

E. LAMMERSVILLE

1. Background

Lammersville is situated approximately 5 miles west of central Tracy, covering 421 acres between Interstate 580 and Von Sosten Road. The community, originally the site of a small school house, is now entirely devoted to rural residential housing. Virtually all property within the community boundaries is contained within large-lot subdivisions. There are about 283 lots in the community, most between one and two acres in size. The largest development, Santos Ranch, covers more than half of Lammersville.

The community fronts Interstate 580 and provides the first impression of San Joaquin County for travelers entering the county from the west. Its white split-rail fences, horse paddocks, and large ranch-style homes are highly visible to freeway travelers. As the closest population center in San Joaquin County to the Bay Area, the rural homesites have been very popular with commuters seeking a "country" lifestyle. As of 1990, about 95 percent of the lots have already been developed, and the area has evolved from a rural crossroads to a neighborhood of 900 people in less than a decade.

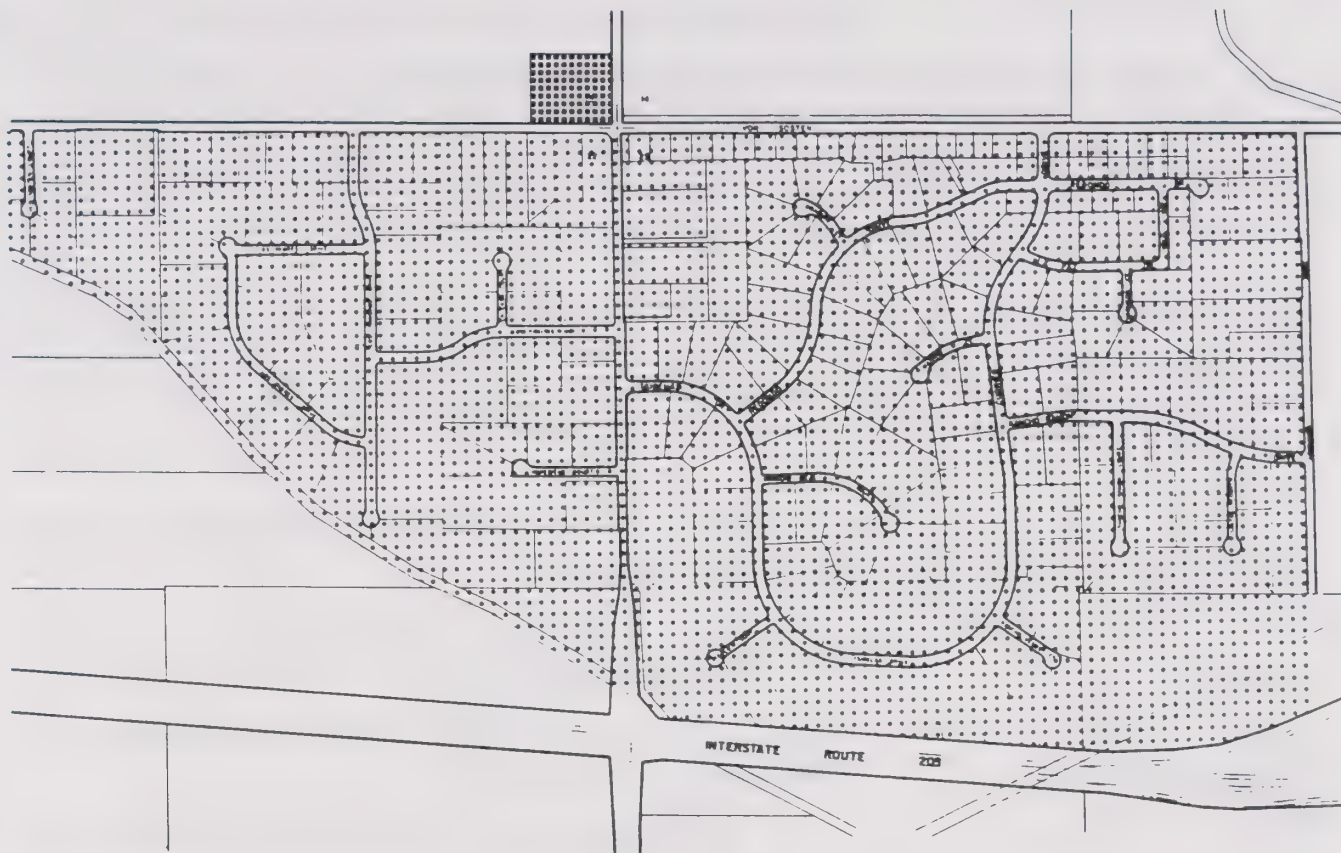
2. Land Use Profile

Table XII.E-1 profiles land use within the community of Lammersville. All of the vacant land has been subdivided and is expected to be developed in the near future. Average residential density is about 1.5 acres per unit.

Table XII.E-1: Lammersville Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	315	74.8
COMMERCIAL	0	0.0
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	5	1.2
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>101</u>	<u>24.0</u>
TOTAL	421	100.0

See Introduction (Chapter I) for assumptions.





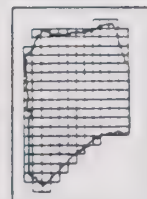
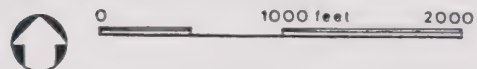
-  Rural Residential
-  Public/Semi-Public

Figure XII.E-1
Existing Land Use-1987
Lammersville
 San Joaquin County
 General Plan



3. Planning Factors

Physical Setting. Lammersville is flat and is located on prime agricultural soils. There are water problems associated with a locally high groundwater table and poor water quality. Although the community is above the 100-year flood problem, there are drainage problems due to topography and the area's limited drainage system. Expansion of the community is constrained by I-205 on the south, by transmission lines on the southeast, and by large-scale agricultural operations on the north, east, and west.

Public Services. Lammersville has very limited public services. Residences are served by County Service Area #35, Currier Estates Water Corporation, and private wells. Water quality within CSA #35 is questionable. Negotiation is underway to secure a quality source of water for Los Ranchos Country Estates, the area served by this district. All residents are on septic tanks.

Table XII.E-2: Community of Lammersville Public Services

<u>Function</u>	<u>Service Provider</u>
Water	CSA #35, Currier Estates Water Corp., private wells
Wastewater	None (septic tanks)
Storm Drainage	None
Police	San Joaquin County Sheriff's Department, CHP
Fire	Tracy Rural Fire District
Schools	Lammersville (Elementary), Tracy Joint Union (High School)

4. 2010 Land Use Map

Assumptions

1. Lammersville will remain a rural community throughout the planning period.

Community Plan 2010 Map. The Community Plan 2010 map for Lammersville (available separately) is a large oversized map which accompanies this document. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

Lammersville is not projected to expand beyond its current boundaries by the year 2010.

Table XII.E-3: Lammersville Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	416	98.8	402	14
o Rural	416	98.8	402	14
PUBLIC	5	1.2	5	0
o Schools	5	1.2	5	0
TOTAL	421	100.0	407	14

Vacant Land and Acres Already Developed are 1987

Table XII.E-4: Buildout Potential for Lammersville (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings²</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	270	280	280
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	900	900	900

For the above two tables, see Introduction (Chapter I) for assumptions.

²Density of new dwellings exceeds 0.5 units per acre because vacant land is contained within pre-existing legal subdivision.

F. VERNALIS

1. Background

Vernalis is a rural community located generally on the northeast side of State Route 33, south of State Route 132, and west of Welty Road. In the 1880's, the Southern Pacific Railroad built a new rail line to serve the west side of the San Joaquin Valley. At the Vernalis train stop a few stores and a post office were built, thereby establishing the community.

In the early 1900's, two pumping stations were constructed in the vicinity of the community to pump oil between Bakersfield and the Carquinez Straits. This facility was located south of the Vernalis General Store in Stanislaus County.

During World War II, the United States Army built a camp for prisoners of war in Vernalis. Later, the camp's barracks were used to house Mexican Nationals as part of the Bracero Program which ended in 1964. These facilities were dismantled and the site was planted with an almond orchard, which has since been removed.

2. Land Use Profile

The Community of Vernalis covers an area of approximately 60 acres. Portions of the community abut the San Joaquin/Stanislaus County line. Land use in this community is comprised of a general store with a post office, a can manufacturing plant, an agricultural chemical retailer, and less than a dozen dwellings. State Route 132, State Route 33, and the Southern Pacific Railroad all pass through and/or border the community.

The majority of the community's 98 acres, 86 acres, are now vacant. A 43-lot residential subdivision was approved in 1990 on 37 acres of vacant land. It is because of this recently approved subdivision that this area has been included as a Rural Community within the General Plan framework.

Existing land use is shown in Figure XII.F-1 and is summarized in Table XII.F-1.

3. Planning Factors

Physical Setting. Vernalis is located on prime agricultural soils and is surrounded by active, large-scale farming operations. While existing development is minimal, outward expansion will be constrained by physical and political boundaries.

Public Services. At this time there are no public utilities in Vernalis. Water is supplied by private wells and sewage is disposed of by private septic systems. As part of the 43-lot subdivision approval, a County

Table XII.F-1: VERNALIS Existing Land Use Profile (Gross Acres)

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	5	5.1
COMMERCIAL	7	7.1
INDUSTRIAL	6	6.1
PUBLIC/INSTITUTIONAL	0	0.0
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>80</u>	<u>81.7</u>
TOTAL	98	100.0

See Introduction (Chapter I) for assumptions.

Service District (CSA) is to be formed to maintain storm drainage, water and street lighting facilities within the subdivision. It is anticipated that CSA #19, which was formed in 1978 and never activated, will maintain the future services.

The San Joaquin County Sheriff's Department provides law enforcement to the area. Vernalis is within the Tracy Rural Fire District. There is a fire station at Durham Ferry and Koster Roads.

The community's students attend New Jerusalem School for grades K-8. High school students travel to Tracy to attend Tracy Joint Union High School.

State Route 132 and State Route 33 provide the principal access routes to the community. Welty Road will provide access to the residential areas. State Route 132 is planned as a Freeway and State Route 33 is planned as a Minor Arterial on the General Plan Map.

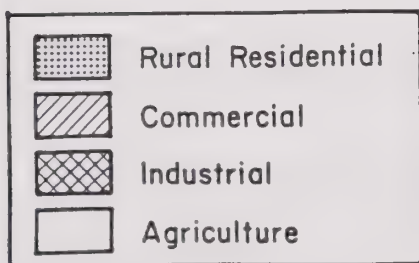
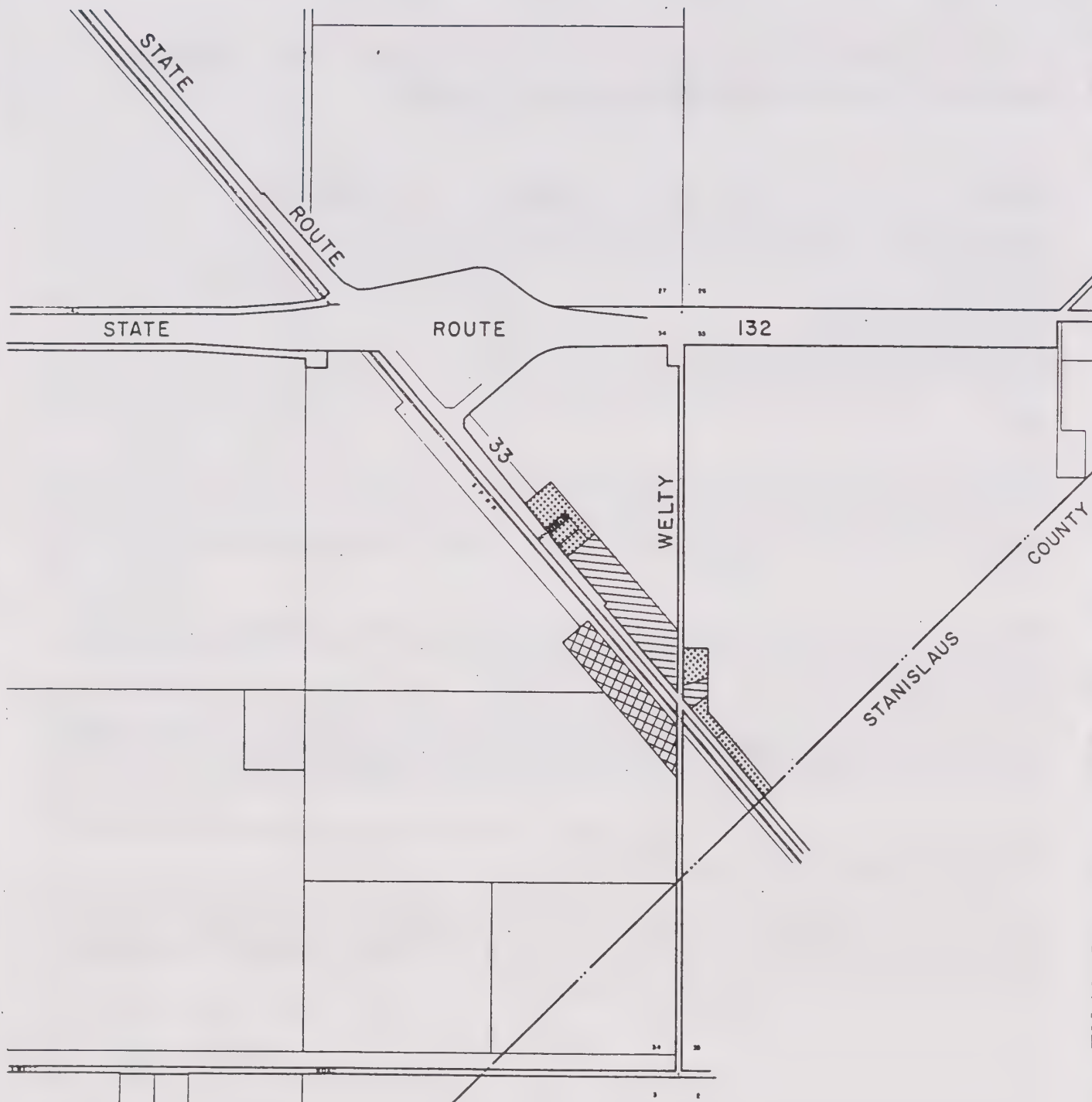


Figure XII.F-1

Existing Land Use - 1990

Vernalis
San Joaquin County
General Plan

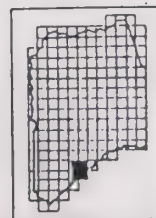
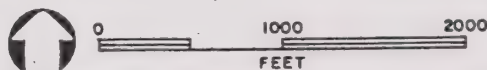


Table XII.F-2: Community of Vernalis Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (future possible CSA #19)
Wastewater	None (future possible CSA #19)
Storm Drainage	None (future possible CSA #19)
Police	San Joaquin County Sheriff's Department, CHP
Fire	Tracy Rural Fire District
Schools	New Jerusalem Elementary School District Tracy Joint Union High School District
Other	Tracy Cemetery District West Stanislaus Irrigation District

4. 2010 Land Use Map

Assumptions

1. Vernalis will remain a rural community throughout the planning period.

Community Plan 2010 Map. The Community Plan 2010 map for Vernalis (available separately) is a large oversized map which accompanies this document. The acreage in each land use category is shown in Table XII.F-3. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

Expansion of the community is not planned or encouraged. Growth is expected to be limited to the development of the vacant land within the community.

Table XII.F-3: Vernalis Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed¹</u>	<u>Vacant Land</u>
RESIDENTIAL	81	82.7	5	76
o Rural	81	82.7	5	76
COMMERCIAL	1	1.0	1	0
o Rural Service	1	1.0	1,(6.5)	0
INDUSTRIAL	16	16.3	6	10
o Limited	<u>16</u>	<u>16.3</u>	<u>6</u>	<u>10</u>
TOTAL	98	100.0	12	86

¹Six and half acres of existing commercial is planned to convert to residential.

See Introduction (Chapter I) for assumptions.

Vacant land and Acres Already Developed are 1990 Figures.

Table XII.F-4: Buildout Potential for Vernalis (Gross Acres)

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	10	80	80
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	25	250	250

See Introduction (Chapter I) for assumptions.

¹Total Dwellings include proposed 43-lot subdivision.

G. STONERIDGE

1. Background

Like Lammersville, Stoneridge consists of a large rural subdivision surrounded by commercial agriculture. The 94-acre rural community is located 4 miles east of central Tracy, on a triangular tract bounded by Grant Line Road, Bird Road, and Business Loop 205. There are 61 lots in Stoneridge, all approximately equal in size. With all but one lot developed, the community has a population of about 175.

2. Land Use Profile

Stoneridge consists of 61 homes, each on lots about 1.5 acres in size. Residential uses account for 98 percent of the land in the community. The only vacant parcel is at the corner of Grant Line Road and Eleventh Street.

Table XII.G-1: Stoneridge Existing Land Use Profile (Gross Acres) Year 1987

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	92	97.9
COMMERCIAL	0	0.0
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	0	0.0
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>2</u>	<u>2.1</u>
TOTAL	94	100.0

See Introduction (Chapter I) for assumptions.

3. Planning Factors

Physical Setting. Stoneridge is surrounded by flat, prime agricultural lands. Any expansion of the community would affect the viability of farming on surrounding tracts. The community also has a high groundwater table and experiences drainage problems during heavy rains.

Public Services. There are no public services in Stoneridge. Water is supplied from private wells; sewage is disposed through private septic systems; and storm drainage is limited to roadside ditches and on-site private drainage ponds.



Table XII.G-2: Community of Stoneridge Public Services

<u>Function</u>	<u>Service Provider</u>
Water	None (private wells)
Wastewater	None (septic tanks)
Storm Drainage	None (roadside ditches, private ponds)
Police	San Joaquin County Sheriff's Department, CHP
Fire	Tracy Rural Fire District
Schools	Banta Elementary School District, Tracy Joint Union High School District
Other	Tracy Cemetery District South Delta Water Agency

4. 2010 Land Use Map

Assumptions

1. Stoneridge will remain a rural community throughout the planning period.

Community Plan 2010 Map. The Community Plan 2010 map for Stoneridge (available separately) is a large oversized map which accompanies this document. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

Table XII.G-3: Stoneridge Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	92	97.8	92	0
o Rural	92	97.8	92	0
COMMERCIAL	2	2.2	0	2
o Rural Service	<u>2</u>	<u>2.2</u>	<u>0</u>	<u>2</u>
TOTAL	94	100.0	92	2

See Introduction (Chapter I) for assumptions.

Vacant Land And Acres Already Developed are 1987 Figures.

Table XII.G-4: Buildout Potential for Stoneridge (Gross Acres)

	1990 Existing <u>Dwellings</u>	2010 <u>Dwellings</u>	Buildout Total <u>Dwellings</u>
RESIDENTIAL	61	61	61

	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	184	175	175

See Introduction (Chapter I) for assumptions.

H. NEW JERUSALEM

1. Background

New Jerusalem is located approximately seven miles southeast of central Tracy. The existing 142-acre rural community is located on the northeast side of State Route 33, generally north of Durham Ferry Road and west of Koster Road, approximately $\frac{3}{4}$ mile east of the Route 33/Interstate 5 Interchange.

The New Jerusalem Community has grown out of the cumulative land divisions around the elementary school and the Tracy Rural Fire Station, primarily during the 1960's and 1970's. Recent subdivisions have infilled the existing rural residential area.

In July, 1992, the Board of Supervisors approved a general plan amendment that created the New Jerusalem New Community and expanded the community's area to approximately 3,024 acres. This new community proposed a mix of land uses and higher residential densities that had the potential to change New Jerusalem from a small rural community to a mid-sized urban community. In October, 1997, the Board of Supervisors removed the new community designation and reinstated the previous rural community status to New Jerusalem.

2. Land Use Profile

Table XII.H-1 profiles land use within the community of New Jerusalem. With the exception of the historic site of the agricultural air strip, most of the area within the community's boundaries has been subdivided for rural residential development. The community also supports a fire station and an elementary school. Except for a minimal amount of infill development, no additional growth is expected within the planning period.

Table XII.H-1: New Jerusalem Existing Land Use Profile (Gross Acres) Year 1997

<u>Land Use</u>	<u>Acreage</u>	<u>% of Total</u>
RESIDENTIAL	91	62.5
COMMERCIAL	0.5	0.3
INDUSTRIAL	0	0.0
PUBLIC/INSTITUTIONAL	11.5	8.0
PERMANENT OPEN SPACE	0	0.0
AGRICULTURE/VACANT/CONSERV.	<u>42.5</u>	<u>29.2</u>
	145.5	100.0

See introduction (Chapter 1) for assumptions.

3. Planning Factors

Physical Setting. New Jerusalem is located on prime agricultural soils and is surrounded by active, large-scale farming operations. The site is fairly level, sloping gently in an easterly direction toward the San Joaquin River.

Residents of the community are exposed to high noise levels from several sources. These sources include the Trinkle and Boys agricultural airfield located within the rural residential portion of the community, and the Union Pacific Railroad and State Route 33, which run diagonally through the community. The northeastern portion of the site is within the conical surface of the nearby New Jerusalem Airport, and a small area in the extreme northeast corner of the site is within the horizontal surface of this airport.

Public Services. New Jerusalem has very limited public services. There is no public water system for the existing community; all domestic water is supplied by individual wells. Agricultural water is primarily surface water supplied by the Banta-Carbona Irrigation District (BCID), with some agricultural water being provided by groundwater from existing agricultural wells. Sanitary sewage disposal is by individual septic tanks.

New Jerusalem is within the Lone Creek drainage basin which runs into the San Joaquin River. Lone Tree Creek runs north of the community boundary and has been significantly altered by farming activities and road construction. With the exception of the Hampstead Court subdivision, which receives storm drainage services from County Service Area #47, drainage is limited to roadside ditches.

Fire protection is provided by Tracy Rural Fire Protection District. A fire station is located within the community's boundaries on the corner of Koster and Durham Ferry Roads. Police protection is provided by the County Sheriff's Office.

New Jerusalem students attend the New Jerusalem school located across the street from the fire station, within the community's boundaries. High School students attend Tracy High School.

Table XII.H-2: Community of New Jerusalem Public Services

<u>Function</u>	<u>Service Provider</u>
Water	Individual wells, Banta-Carbona Irrigation District
Wastewater	None (septic tanks)
Storm Drainage	None, except for CSA #47 which serves Hampstead Court subdivision
Police	San Joaquin County Sheriff's Department, CHP
Fire	Tracy Rural Fire Protection District
Schools	New Jerusalem Elementary School, Tracy High School

4. 2010 Land Use Map

Assumptions

1. New Jerusalem will remain a rural community throughout the planning period.
2. The agricultural air strip will convert to rural residential housing during the planning period. This will require site remediation to be approved by the State Department of Health Services.

Community Plan 2010 Map

The Community Plan 2010 map for New Jerusalem (available separately) is a large oversized map which accompanies this document. The map considers the local planning factors, assumptions, and local community development policies as well as county-wide policies contained in Volume I of the General Plan 2010. All development must be consistent with all parts of the General Plan 2010, including the Community Plans.

New Jerusalem is not projected to expand beyond its current boundaries by 2010.

General Plan Implementation Measures Specific to the Community

1. Before any development applications are approved within 2,000 feet of the existing agricultural airstrip, either it shall be closed and the site remediated, or a Border Zone Determination shall be issued by the State Department of Health Services.

Table XII.H-3: New Jerusalem Proposed Land Use Plan (Gross Acres)

<u>Designation</u>	<u>Total Acres</u>	<u>% of Total</u>	<u>Acres Already Developed</u>	<u>Vacant Land</u>
RESIDENTIAL	91	62.5	56.5	34.5
o Rural	91	62.5	56.5	34.5
COMMERCIAL	0.5	.3	0.5	0
o Rural Service	0.5	.3	0.5	0
PUBLIC	11.5	8.0	11.5	0
o School	6.6	5.0	6.6	0
o Fire	.9	0.5	.9	0
o Roads	4.0	2.5	4.0	0
AGRICULTURE	<u>42.6</u>	<u>29.2</u>	<u>0.0</u>	<u>42.5</u>
	145.5	100.0	68.5	77.0

Table XII.H-4: Buildout Potential for New Jerusalem

	<u>1990 Existing Dwellings</u>	<u>2010 Dwellings</u>	<u>Buildout Total Dwellings</u>
RESIDENTIAL	64	92	92
	<u>1990</u>	<u>2010</u>	<u>Buildout</u>
POPULATION	192	277	277

For Table XII.H-3 and Table XII.H-4, see introduction (Chapter 1) for assumptions.

I. MOUNTAIN HOUSE

1. Background

Location

Mountain House is a new community planned on a 4,784 acre site located along the San Joaquin County Line between Interstate 205 and the Old River, northwest of Tracy. The Southern Pacific Railroad crosses the northern portion of the site. Two minor creeks traverse the site, the larger of the two being Mountain House Creek.

History

There is no identifiable townsite within the boundaries of Mountain House. The new town's namesake, located a couple of miles west at Grant Line and Mountain House Roads in Alameda County, is a historical location. In the 1850's it was a well-known stopping place for stagecoaches heading east and west. Soon after, a ferry crossing called Mohr's Landing was established at the eastern-most edge of the new community at Old River. It was destroyed by the Flood of 1862, and was replaced on nearby higher ground and later called Wickland. The establishment of Bethany in 1879 along a branch of the Central Pacific Railroad led to the final abandonment of Wickland. Bethany, just east of the new town boundaries, was in existence until 1940 when the post office closed.

The actual project area has been in agricultural production since the 1860's. Full development of diversified agriculture depended upon irrigation which was developed by Byron-Bethany Irrigation District (1916). Then, beginning in the 1930's the Central Valley project resulted in the construction of the larger scale canals located near the base of the hills south and west of the project site.

A historical survey of the new town site shows no structures eligible for National Register status; however, several of the barns are representative of the architecture unique to this area. The historic site of Wickland should be monitored for relics during development of the new community.

2. Land Use Profile

Overall Character of the Community

Mountain House is intended to be a self-sufficient community, with urban services and a balanced mix of residential, commercial, industrial, institutional, open space, and recreational land uses. At build-out, within 20 to 40 years, it is planned to house almost 42,000 people and employ approximately 22,000.

Just over 50 percent of the acreage is devoted to residential development, of varying densities. Commercial areas include a mixed-use Town Center and a central shopping area, as well as village and neighborhood shopping centers. A freeway service commercial area is planned at I-205 and Patterson Pass Road. Regional shopping would be available in Tracy. A business park and an industrial park are also planned.

Much of the character and visual amenities that would make Mountain House a distinctive community would result from the design of the open space areas and the proposed town center. A regional park is planned along Old River. This key visual element is tied into the project via the Mountain House Creek open space corridor which bisects much of the site. A wetland adjacent to the planned water treatment plant is planned for restoration and preservation.

As required by the General Plan policies (see Volume I), a Master Plan and a Public Financing Plan must be prepared for the entire community. A Specific Plan will be required prior to development permit applications.

Initial development of the community would be primarily low and medium density residential with supporting commercial and limited industrial so that the jobs/housing balance may not occur in the early phases. A Jobs/Housing Program is a required component of the Master Plan. This program must maximize the job creation along with residential development. The lag of jobs behind housing will create the potential for greater traffic and air quality impacts in the early years of the town's development.

Table XII.I-1 identifies the specific land uses that are proposed for the full build-out of the Mountain House New Community.

3. Planning Factors

Physical Setting

A majority of the Mountain House site is located on prime agricultural soils and is surrounded by farming operations except for an enclave of rural residential homes on Grant Line Road and another adjacent to Old River. The site is fairly level, sloping at one percent of the northeast. The site is bisected by two creeks which have been modified by historic farming practices. Mountain House Creek would be reconstructed and revegetated to resemble natural conditions as part of the proposed open space corridor. This creek area, as well as the wetland restoration area and other open space buffers, would provide cover and vegetation for some of the wildlife displaced by the loss of farmland.

Public Services

Mountain House would have a full range of urban services. It is planned that most services would be built, maintained, and serviced by the Mountain House Community Services District (MHCSD). Some services may be provided by the County, under contract, particularly during the early phases of the community. Elementary schools (K-8) would be built and become part of the Lammersville School District. High schools will be in the Tracy Union High School District.

Circulation

Significant road improvements would occur within the planning area as the new community develops. Very few roads currently exist in the area, primarily perimeter roads serving farms and through traffic; these are Grant Line Road, Patterson Pass Road, and Byron Road. The site is primarily accessed via the Patterson Pass Road interchange at Interstate 205 (I-205) or via Byron Road. With development of a new community, Grant Line Road would become a major arterial providing direct access to Interstate 580 (I-580). Patterson Pass Road would continue to be a primary arterial to I-205 and would be extended into the northern portion of the site. A new road, currently named Central Parkway would bisect the community with an overpass at Byron Rd.

Public transit and Transportation Demand Management (TDM) strategies will be incorporated into the development of the transportation system. The design of the community is intended to maximize use of pedestrian paths and bikeways. Numerous neighborhood commercial centers and parks would minimize internal trips. At build-out, a relative jobs/housing balance within the town limits would reduce out-commute traffic.

4. 2010 Land Use Map

Assumptions

The area shown for development of Mountain House will build out in 20 to 40 years, once home construction begins.

Community Plan 2010 Map

The Community Plan 2010 Map for Mountain House is a separate enclosure which accompanies this document.

The large agricultural acreage that currently defines the future townsite would transition into an urban community with supporting commercial, industrial, institutional, and open space uses.

General Plan Policies Specific to the Community

1. Subsequent plans (including, but not necessarily limited to, the Master Plan, Financing Plans, and Specific Plans) shall specifically address all relevant mitigation measures identified in previously adopted plans pertinent and Mitigation Monitoring Programs. If, as a result of project modifications, mitigation measures are no longer required, or can be modified, these changes shall be specifically called out in the applicable subsequent environmental documentation.
2. Development of the Mountain House Community shall minimize any disruption to those existing residents within the new community who choose to remain. Also, agricultural operations should not be hampered on lands within or adjacent to the community as it develops. Measures to minimize disruption to these uses shall be included in the Master Plan.

TABLE XII.I-1¹

MOUNTAIN HOUSE LAND USE			
RESIDENTIAL		COMMERCIAL	
Very low density ²	76	Community Commercial	105
Low density ³	1,139.6	Neighborhood Commercial	26
Medium density ⁴	1,157.5	General Commercial	36
Medium-high density ⁵	168.5	Freeway Service Commercial	27
High density ⁶	42	Office Commercial	50
TOTAL RESIDENTIAL	2,584	TOTAL COMMERCIAL	244
INDUSTRIAL		SCHOOLS	
Limited Industrial	334	Elementary/middle	192
General Industrial	110	High school	93
TOTAL INDUSTRIAL	444	TOTAL SCHOOLS	285
OTHER			
Mixed Use (Town Center)			37
OPEN SPACE AND RECREATION			
Neighborhood parks			60
Community parks			179.5
Regional parks			70
Resource conservation (wetland)			23
Other open space			344 ⁷
TOTAL OPEN SPACE AND RECREATION			676.5
AGRICULTURAL			0
TOTAL PUBLIC UTILITIES AND ROADS			521.1⁸
TOTAL ACRES			4,791
¹ Source: Mountain House Master Plan. ² Very-low density residential development assumes 1 to 2 dwelling units per acre. ³ Low density residential development assumes 3.75 to 4.75 dwelling units per acre. ⁴ Medium density residential development assumes 5.75 to 7 dwelling units per acre. ⁵ Medium-high density residential development assumes 12 to 14 dwelling units per acre. ⁶ High density residential development assumes 18 to 20 dwelling units per acre. ⁷ Includes a golf course, marina, and landscape buffers. ⁸ Includes a 50 acre sewer and waste utility area, a 18.5 acre water treatment plant, a transit station, institutional land uses, and major roads, overpasses, and railroads.			

J. BALANCE OF THE PLANNING AREA

The remainder of the Tracy Planning Area is in agricultural or conservation use. There are a number of isolated special uses in the area, including the Lawrence Radiation Lab Site 300 in the Diablo Range foothills; Deuel Vocational Institute; recreational uses along the San Joaquin River, including resort and recreational vehicle parks; the Carnegie Cycle Park; sand and gravel extraction areas; and agricultural industries, including a farm chemical manufacturer on State Route 33. These isolated uses are expected to remain in place, but additional non-farm uses will be extremely limited outside the designated community plan areas.

Given the proximity of the Tracy area to the Bay Area and its current rural character, requests for new large-lot or free-standing subdivisions are very likely over the next two decades. Such requests should not be approved because of their detrimental impact on agriculture, traffic, the visual quality of the rural landscape, and public service costs.

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